CYCLE NEWS®

America's weekly motorcycle newspaper

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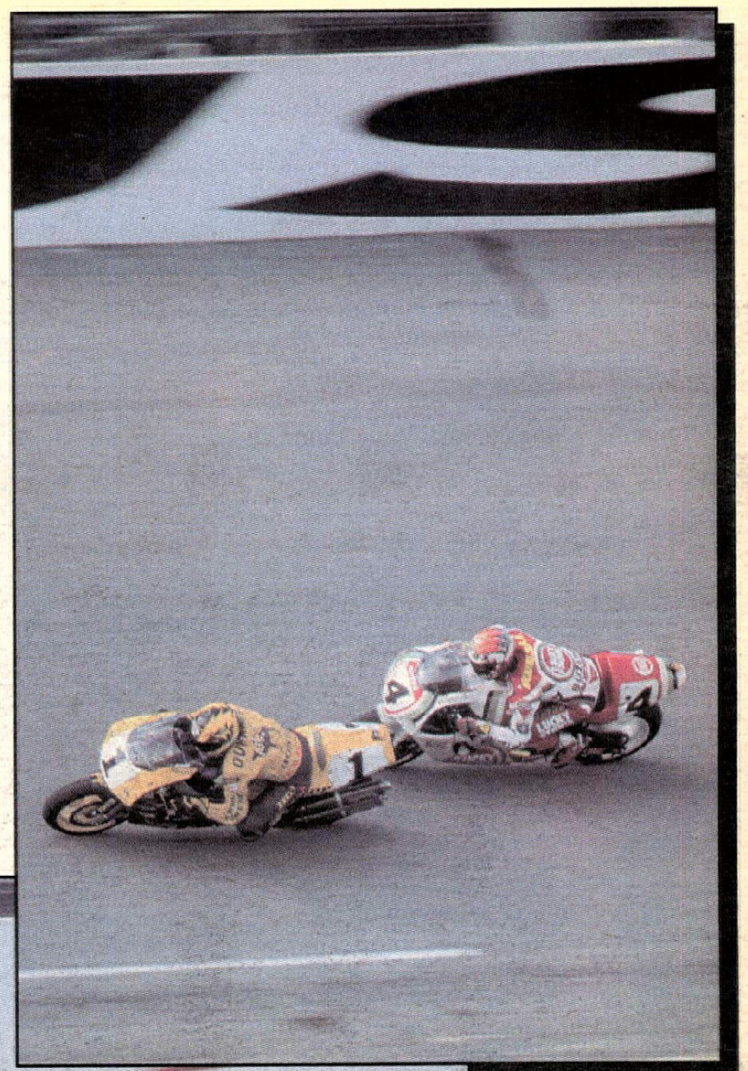
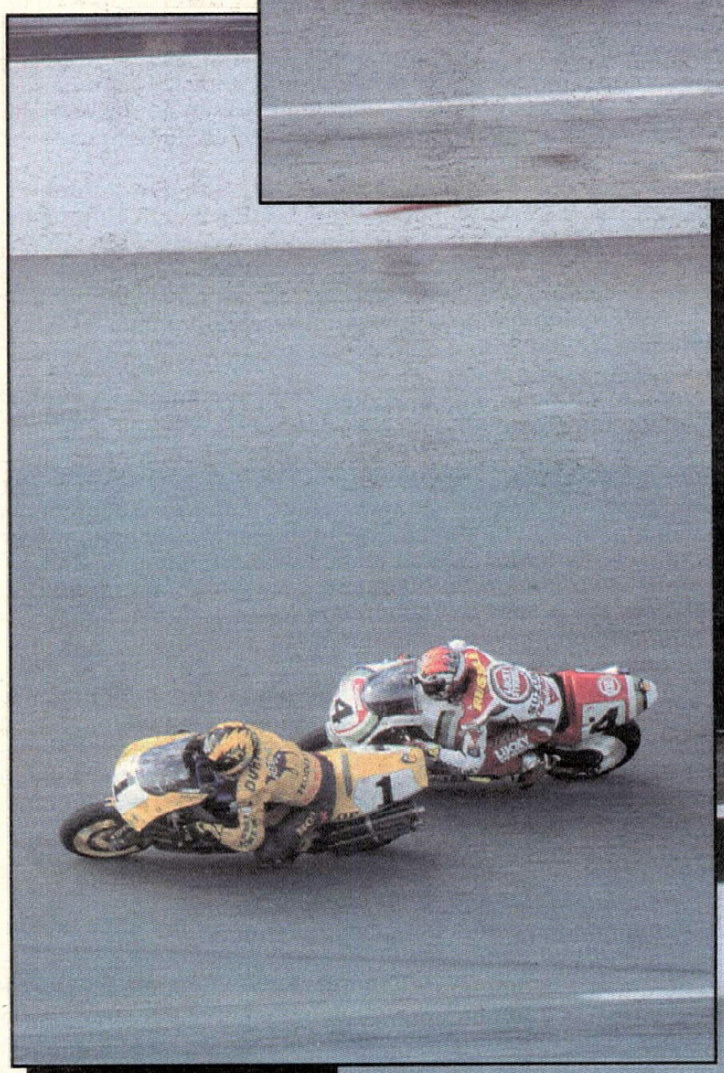
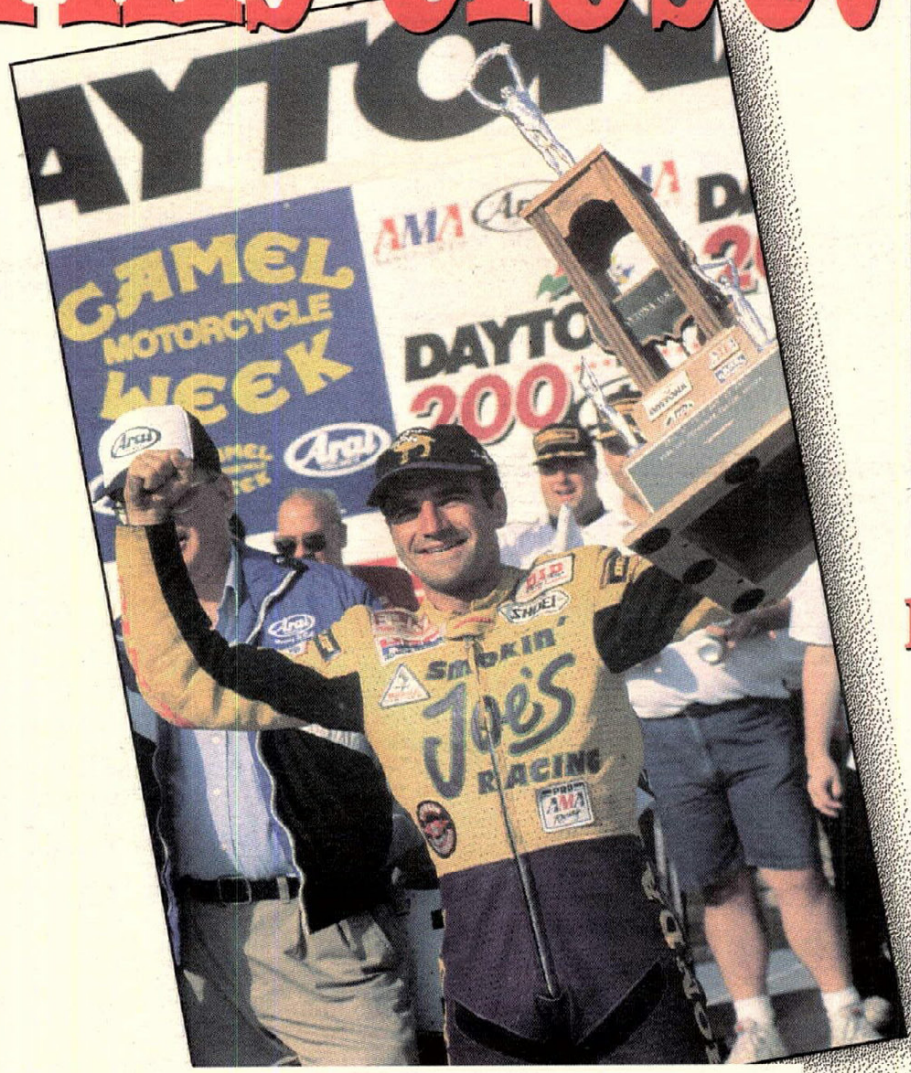


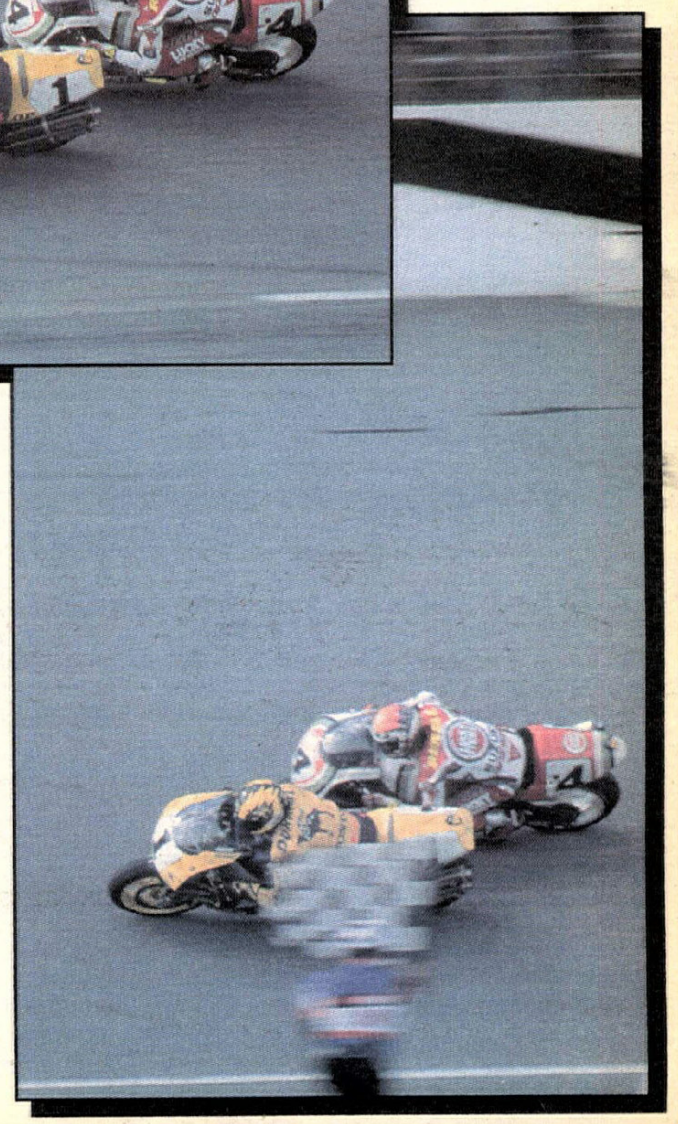
55th Daytona 200 by Arai

This close!





DuHamel beats Russell by 0.010 in closest 200 ever



TIME DATED MATERIAL MAILED MARCH 19, 1996

Casey Johnson (Kaw) was the top Expert at the GNC Grand National MX Championships, held at Lake Whitney Cycle Ranch in Lake Whitney, Texas, on March 14-17. Johnson won the 125 and 250cc Expert classes aboard his SplitFire/Pro Circuit/Kawasaki machines. **Ricky Carmichael** (Kaw) was the dominant amateur, winning all eight motos en route to the 125 and 250cc Stock and Modified Intermediate classes. According to *Cycle News* contributor Tony Alessi, Carmichael's lap times were on average four seconds per lap faster than Johnson's. **Bryan McGavran** (Hon) was the winningest mini rider, topping the 85cc 12- to 13-year-old and Super Mini classes.

Defending National Enduro Champion **Ty Davis** (Kaw) scored the overall win at the Cajun Classic National Enduro in Forest Hill, Louisiana, on March 17. Despite burning a check, Davis dropped a total of 12 points, one less point than those posted by his nearest competitors **Mike Lafferty** (KTM), **George Waller Jr.** (Kaw) and former champ **Kevin Hines** (CRE). Those three riders finished 2-3-4, respectively, via tie-breaker points. Rounding out the top five was five-time champ **Randy Hawkins** (Suz). Davis has won the first two rounds of the series and enjoys a 22-point lead over Lafferty, 60-38. Hines and Hawkins are tied for third with 34.

In round two of the AMA National Hare and Hound Series in Murphy, Idaho, on March 17, **Greg Zitterkopf** (Kaw) took the overall win. Second place went to **Paul Krause** (Kaw), who took the checkers approximately one minute after Zitterkopf. **Destry Abott** (KTM) finished third followed by **Brian Garrahan** (Kaw) and Donnie Book (Kaw). Krause now leads the series points chase with 50, followed by Zitterkopf with 44. Davis won the opening round of the series last month but did not ride this event, choosing instead to defend his National Enduro number-one plate in the Louisiana round of the National Enduro Series, held on the same day.

David Schultz (Suz) won the opening round of the NHRA Pro Stock Championship, topping **John Myers** (Suz) in the final in Gainesville, Florida, on March 17. The race also marked the debut in the series of **Matt Hines**, the son of Vance & Hines Byron Hines. Hines made it to the semifinal round before getting beaten by Myers.

"Flyin'" Mike Faria (GM) topped the Scratch main to collect his third straight Coors Light Spring Classic title at the Orange County Fairgrounds in Costa Mesa, California, on March 16. Faria led fellow former U.S. National Champions **Brad Oxley** (Wes) and **Steve Lucero** (Gdn) across the line in a close finish. Oxley and Lucero came off the 50-yard line to finish 1-2 in the Handicap main with **Shawn McConnell** (Gdn) netting third. **George Fox** (Jaw) won the Support-class main. The team of **Bob Brayton** and **Parke Weaver** (Hon) claimed the Sidecar victory.

Roy Schellenberger, the motocrosser who suffered paralyzing spinal cord injuries in a qualifying-race crash for the Daytona Supercross on March 9, was flown from Daytona Beach to the Baylor Medical Center in Dallas, Texas, on March 13. On March 14, Schellenberger underwent successful surgery to repair the fractured vertebrae in his spine and he is expected to be hospitalized for two months. Letters can be e-mailed to Schellenberger at: rdsschell@msn.com, or sent via the postal service to 810 N. Lucas, Grapevine, TX 76051 and/or Kawasaki of Carrollton, 2655 E. Beltline, Carrollton, TX 75006. A trust fund at a local bank has been set up in Schellenberger's name and contributions can be made to the Roy Schellenberger Benefit Fund, First National Bank of Grapevine, P.O. Box 1000, Grapevine, TX 76099-1000.

Several different **raffles** were held at the Lake Whitney, Texas, GNC motocross for **Roy Schellenberger** with roughly $4000 being raised with products donated by the following companies: Kawasaki Team Green, FMF, Tucker-Rocky, North Texas Yamaha, Super Fuels, Tim Dreyer, Tex MX, Grapevine Kawasaki, Therapeutic Massage, Shoei, Boyesen, Scott, Oakley and Helmet House. In addition, a custom-painted helmet by Jeff Long Graphics, which was donated by fellow Texans DeeAnn Wood and her brother D.L. Wood, both of whom are professional racers was raffled off for $820.

According to a press release from the promoters of the **World Superbike Championship**, worldwide television coverage of the 1996 series has been expanded, following agreements with new satellite channels in Germany, Spain and Australia.

Husaberg USA has announced it will field a two-man team in the upcoming 4-Stroke National Sound of Thunder MX Series, which gets under way March 24 at Canyon Raceway in Phoenix, Arizona. **Mike Young** will be the team's primary rider, while two-time 125cc National MX Champion **Micky Dymond** will be the team's "support rider." Both Young and Dymond will ride Husaberg FC 501s. Husaberg will also pay contingency money to any Husaberg rider finishing in the top five overall at all AMA 4-Stroke Nationals Western and Eastern Series events. First place will pay $500, second $300, third $200, fourth $100 and fifth $500. Husaberg is also offering a $1500 championship bonus.

San Diego's House of Motorcycles in San Diego, California will host a **Street Bike Clinic** on March 30 from 9 a.m. to 5 p.m. Factory representatives from Honda, Suzuki, Kawasaki and Yamaha will be on hand, along with many reps from aftermarket companies. Seminars will be held on a variety of topics, including oils, helmets, chains and leathers. For more information, call 619/229-7700.

The **Ride For Kids - by Kids** youth motorcycling event will be held on May 25-26 at the Honda Rider Education Facility in Alpharetta, Georgia. The event will bring young off-road riders together with young cancer patients for a day of "sharing, caring, and a large dose of healing fun." All proceeds will go to The Pediatric Brain Tumor Foundation of the United States. The program will host a maximum of 18 youths with one entrant per state participating. For more information, call 704/665-6891.

Just what did the factory stars do during the one-week delay between the scheduled running of the **Daytona 200 by Arai** on March 10 and the actual running of the race on March 16? Shopping was high on the list, and it was

PHOTO BY HENNY RAY ABRAMS

Corser's new watch

Promotor Ducati's Troy Corser receives a special-edition Rolex Daytona chronograph from Daytona International Speedway President John Graham, on Saturday, March 16, for his record-setting performance during qualifying for the Daytona 200 by Arai on March 7. Rain forced the postponement of the Daytona 200 to March 16, with Miguel DuHamel beating Scott Russell by a scant 0.010 second. Corser led the most laps, but failed to finish when his Ducati overheated.

Scott Russell handily winning the award for most money spent. Russell went out and purchased a 1996 400-horsepower, midnight-blue Porsche 911 twin-turbo. "I've got to win this race today," Russell said prior to the Daytona 200. "To pay for that car." After the race, Russell was scheduled to have three days at home before flying to Malaysia to test his Lucky Strike Suzuki GP bike.

While Russell was busy shopping during the week, his Lucky Strike Suzuki crew was busy traveling. Rather than stay in Florida, crew chief **Stuart Shenton** and head mechanic **Colin Davies**, along with team manager Garry Taylor elected to return to England. The threesome left Florida on Monday afternoon and returned on Friday night. Then they turned around and left again on Saturday night.

Eventual Daytona 200 winner **Miguel DuHamel** spent the majority of the week doing what he likes to do the most: playing golf and gambling. DuHamel estimates that he played six rounds of golf in the days between the rain-out and the rescheduled race. He also visited the local dog track a few times.

The always wisecracking **Garry Taylor** had the following to say as the crowd count during practice for the 200 on Saturday morning was virtually nonexistent: "Are they going to bring the pace car out when the spectator has to use the bathroom?" Russell also reasoned that the low crowd count could possibly end up making his Suzuki GSXR750 run a little stronger: "There's less specators to suck the oxygen out of the air."

Several teams lost valuable crew members due to other racing commitments prior to the rescheduled **Daytona 200**. Many of the factory teams rely on the factory motocross crews, who also happen to be in Daytona for the supercross, to help with pit stops and pit signals - but those crew members were off to Houston for a supercross on March 16. At least two of the teams - Vance & Hines and Muzzy Kawasaki - ended up using students from the local motorcycle mechanics school, **AMI**, as crew members. Many AMI students also made up a makeshift corner-working crew which was trained on Friday afternoon by AMA officials. Despite the six-day delay in running the race, the Daytona 200 by Arai still attracted 62 entrants.

The 55th **Daytona 200** by Arai will air on **The Nashville Network** at 1 p.m. (Eastern) on Saturday, March 23.

Jim Davis, one of the pioneers of motorcycle racing, turns 100 on March 23. Davis will celebrate his birthday at his home in Daytona Beach, Florida, and special festivities have been planned for the centenarian whose career spanned some 21 seasons - from 1916 to 1937. Davis, as he has been for many years, was in attendance at Daytona International Speedway during Camel Motorcycle Week.

The **1996 AMA/Suzuki National Dual Sport Trail Ride Series** kicks off this month and will encompass 21 events in 15 states. Now in its ninth year, the series is open to any AMA member with a street-legal motorcycle. The events are noncompetitive in nature and take place on highways, dirt roads and off-road trails. Suzuki is also putting up a grand prize of a 1996 Suzuki DR350SE for a year-end drawing. For more information, call 614/891-2425.

In addition to the lure of looking at vintage motorcycles, the AMA's **Vintage Motorcycle Days '96**, scheduled for July 19-21 at the Mid-Ohio Sports Car Course in Lexington, Ohio, will also offer those in attendance the chance to partake in demo rides which will be offered by several major motorcycle manufacturers. The demo rides will begin and end at Mid-Ohio. For more information on Vintage Motorcycle Days, call Bruce Truxall at 800/AMA-JOIN.

Patrick Byrno Peddicord, 73, died on March 3 in Ojai, California. Peddicord was a professional motorcycle racer in the late 1940s, winning several races including the 1948 Sacramento Mile on a factory prepared Harley-Davidson. In 1969, Peddicord opened Santa Barbara Suzuki, and he retired to Ojai in 1980.

The Reduc Sportbike Association recently honored **Eraldo Ferracci** and **Dale Quarterley** with its "Quack" awards. The awards were presented on behalf of the 300 Reduc members at the Mid Winter Banquet on February 24 in Lambertville, New Jersey, for their contribution to the sport.

The **11th Annual Palm Springs Concours d'Elegance** will feature a display of vintage and contemporary motorcycles at the O'Dônnell Golf Course in downtown Palm Springs, California, on March 31. Two specific motorcycle classes will be presented, one featuring pre-1950 and one for 1950-1979 motorcycles. The Concours will be open from 10 a.m. to 4 p.m. For more information, call 619/325-3696.

Travel Craft has announced its **Grand Prix Tours 1996** package. The tour will include two back-to-back grands prix, beginning with the Dutch round of the World Championship Road Race Series in Assen on June 27-29 and concluding with the Grand Prix of Germany on July 5-7. The races are also available on an individual basis. For more information, call 800/241-1223.

Bob Blair, 74, died on March 16 in Somers, Montana, after being bed-ridden for two years as a result of a stroke. Blair, a flat track racer in the post-war years, also worked with the Mustang Motor Corporation and later ZDS Motors, as western distributor of Zundapp, Ducati and Sachs motorcycles. At the time of his death, Blair was just 11 days away from his 75th birthday.

Three-time World Champion **Wayne Rainey** will compete in the Toyota Celebrity car race during the Long Beach Grand Prix in April. Rainey was testing a Toyota at Willow Springs Raceway in Rosamond, California, on Saturday, March 16.

Former Bultaco works rider **Ginger Molloy** will ride in two AHRMA Vintage road races in April, beginning with the Las Vegas event on April 5-6 and ending with the April 13-14 event at Willow Springs in Rosamond, California. The New Zealander will ride Bultaco TSS road racers provided by Lynn and Dorothy Mobley of Bultaco Parts in Minden, Nevada, and the Garage Company.

The promoters of the **L.A. Motorcycle Weekend** on April 20-21 are offering race fans the opportunity to take a ride around the Pomona race track on their motorcycles. Specators can get a voucher for free by buying their tickets in advance from a participating motorcycle dealer or through Race West Productions at 800/364-6060. Vouchers will also be available on race day for a fee of $5.

North American Sport Bike (NASB) and Southern California's Archer Travel have joined forces to provide racers with a complete travel service.

A **Triumph Super III Daytona** was used in the television show "Melrose Place" on Monday, March 18. The bike was ridden by two of the show's stars - Kimberly and Michael.

Rick Peterson Motor Sports (formerly YKP of Covina's service department) is celebrating its grand opening with a parking lot sale on March 30 from 9 a.m. to 6 p.m. RPMs is located at 1011 W. San Bernardino Rd, Covina, California, 818/967-0736.

Ben Foote Jr., 75, of Redondo Beach, California, died in his home on March 9. A racing and sports publicist/historian throughout his life, Foote was also wel-reputed in Southern California racing circles as the manager of the day-to-day operations at Ascot Park for his friend the late J.C. Agajanian, and later for Agajanian's sons Cary and Chris, from the '70s until the facility closed in 1991. A funeral service is scheduled for Neighborhood Church (310/378-9353), 415 Paseo Del Mar, Palos Verdes, California, on March 29 at 1 p.m.

According to the FIM, the largest crowd to witness a round of the **World Championship Road Race Series** event in 1995 was 195,120 at the Spanish Grand Prix. The largest World Superbike crowd was 42,000 at Brands Hatch in England. The largest road racing crowd of the season flocked to the Suzuka 8-Hour with a four-day total of 218,000 attending the Japanese round of the World Endurance Championship.

The largest **World Championship Motocross Series** crowd of 1995 was made up of the 35,000 spectators who attended the 125cc Grand Prix in Indonesia.

Both the U.S. Senate and House of Representatives have revived efforts to move legislation dealing with **health care insurance discrimination**, according to the Motorcycle Riders Foundation (MRF). The House is expected to take floor action in late March and the Senate is scheduled to begin floor debate on the Health Insurance Reform Act (S.1028) in mid-April. S.1028, also known as the Kassebaum-Kennedy Bill, has broad bipartisan support with 53 sponsors - 31 Republicans and 22 Democrats.

The Third Annual **Biketoberfest**, scheduled for October 18-20 in Daytona Beach, Florida, is expected to draw 50,000 riders, according to Janet Kersey of the Daytona Beach Area Convention and Visitorsí Bureau.

A helping hand: the AMA's **International Help 'N Hands** program consists of nearly 8000 individuals and businesses from the United States and Canada committed to helping each other in times of need. Help 'N Hands members are given access to a toll-free phone number with operators who provide telephone numbers of the closest Help 'N Hands members - 24 hours a day, seven days a week. Although no annual membership fee is required, members are encouraged to make donations to offset administration and telephone costs. For more information, call 800/AMA-JOIN.

More than 1000 San Francisco Bay Area motorcyclists are expected to join **Arlen Ness**, the renowned Harley-Davidson customizer, in the Fourth Annual March of Dimes Miracle Ride - A Ride for Healthier Babies on Sunday, October 13. The two-hour ride through the scenic backroads of Northern California starts and ends at the Bay Meadows Racecourse in San Mateo, California. For more information, call 415/788-2202.

HIRED: Donn Maeda, as Test Editor of Dirt Rider Magazine. Maeda served as Associate Editor of *Cycle News* since 1991.

HIRED: Cameron Coatney, as Assistant Editor of *Personal Watercraft Illustrated*, sister publication of *Cycle News*.

AUTOGRAPH SIGNING: At D&S Kawasaki in Arlington, Texas, on March 22 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Damon Huffman and Ryan Hughes are scheduled to appear. For more information, call 817/465-5454.

AUTOGRAPH SIGNING: At Yamaha of Burbank in Burbank, California, on April 18 from 6 to 8 p.m. Team Yamaha's Jamie James and Tom Kipp are scheduled to appear. For more information, call 818/845-8738.

AUTOGRAPH SIGNING: At Bloomington Power Sports in Bloomington, Indiana, on March 29 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ryan Hughes and Damon Huffman are scheduled to appear. For more information, call 812/339-0199.

OPENED: EBC Brakes' home page on the World Wide Web. The address is as follows: http://www.ebc-brakes.com/ebc.html.

AUTOGRAPH SIGNING: At Honda, Suzuki, Kawasaki West in Tampa, Florida, on April 5 from 6 to 7 p.m. Members of Team Suzuki's motocross team are scheduled to appear. For more information, call 813/968-7888.

CORRECTION: We misidentified Les White as Scott Zampach in a photo caption in last week's issue. The photo, which accompanied our coverage of the Daytona BEARS race at Daytona International Speedway, shows winner Andrew Stroud leading White and the rest of the pack early in the race.

AUTOGRAPH SIGNING: At Kawasaki of Riverside in Riverside, California, on March 23 from 10 a.m. to noon. Team Green's Ty Davis and Larry Roeseler are scheduled to appear. For more information, call 909/683-8839.

SIGNED: A five-year contract between the Dunlop Tire Corporation and the AMA Supercross Series to sponsor the series through the year 2000.

ENGAGED: Grand National Dirt Track racer Kevin Olliges to his longtime girlfriend Jenn Crocetti. A May 10, 1997, wedding is being planned.

BORN: Nicholas Brisco Milner, to Tony and Monique Milner on February 21 in Yuba City, California. The Milners own and operate Yamaha Sports Center in Yuba City. CN

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VOICES
Letters to the editor

Classy guy

Picture if you will Lima, Ohio, in June of 1995. I took my two sons down to the pits to get autographs and to meet the riders after the race. We came to the pit space of Will Davis, as always one of the pre-race favorites and the defending champion. On this night, Davis didn't even make it to the main event. My two young boys stood and waited to meet him; Will came out, turned on his southern charm, mustered a smile and talked to my sons about how they liked the race and racing in general.

The point of this story is to say that for while it is good for Davis to have landed on a first-class team like TCR, they are equally lucky to have not only landed a first-class rider, but a first-class man. As the father of two of his biggest fans, I wish him much success in the coming year.

Steve Morris
Amelia, OH

Swink says...

On behalf of the entire Honda of Troy team, I would like to thank the owners and employees of the Hillbilly Hills motocross track in Georgia. Everyone went out of their way to accommodate us while we practiced and tested there the week following the Atlanta Supercross. I wanted to be sure that they knew how much we appreciated their generosity. I would recommend Hillbilly Hills to any rider - not only because it is a great track, but because it is run by great people.

Brian Swink
Reddick, FL

Where are the women?

I enjoyed your coverage of the Wilseyville Hare Scrambles (Issue #10, March 6). I was disappointed, however, that the women were left out of the results. The Women's class in District 36 is quite competitive and the racing is close. The women are racing to win, not just to finish these events and they deserve the recognition of being in the results. Especially when it's tough just to finish.

Jim Willis
Hathaway Pines, CA

No dictionary

I really enjoyed the article "The Last Four-Stroke" (Issue #8, February 28) by Mike Nicks. It was well written and very interesting. And I didn't have to get the dictionary out, or have to read it twice, to understand it like some of the articles by a certain "reporter."

Pete Brown
Long Beach, CA

Bad trophies

The week before we went to the Gatorback Nationals, my son won his class in the Akron, Ohio, Arenacross Series. When I went to collect my son's first-place trophy, this mean-looking overweight promoter barked: "Send the rider for his trophy." I found my son and sent him limping (on his almost-healed broken foot) to the office. The grizzly-looking man smiled, put out his hand and shook my son's, before saying: "Congratulations, son, now pick one of these," while pointing to a group of gigantic 5- to 6-foot-high trophies. My son thanked him, then left his office with the biggest smile I've seen since he got his new Honda.

The following Wednesday morning, our mechanics started the long two-day trip to the Gatorback Nationals towing the trailer. My son and I flew down on Thursday and Friday my son raced his heart out and was fortunate to finish first in the 125cc B class and first in the 12-15 Youth class. When we went to pick up his trophies, we were handed two small wooden plaques and given two first-place stickers. My son was very disappointed and said, "Dad, is this it? Look, these don't even say Gatorback or Gainesville, Florida. This place sucks."

Yesterday, when I was walking through our dining room, I noticed the big Akron trophy proudly displayed on my wife's good end-table. Those Gatorback Nationals plaques are laying on the shelf down in the barn where the field mice can use them as a miniature tabletop.

You can bet that next year we will be first in the sign-up line in Akron.

Ralph J. Stroyne
Pittsburgh, PA

Eye Spy

I'm inquiring if you can give me the address and telephone number to Spy (Jeremy McGrath's company) that sells goggles and sunglasses? Thanks in advance.

Also, your staff and contributors have been doing a great job in providing excellent coverage of the preseason testing of the Grand Prix teams. I can't wait for the first race in Shah Alam, Malaysia. Go Team Lucky Strike Suzuki!

Kevin Henriques
Lancaster, CA

Spy can be reached by calling 619/752-9900 or by writing to 1766 La Costa Meadows Dr., San Marcos, CA 92069... Editor.

Banning two-strokes

I am writing this in concern of the new legislation scheduled to go into effect January 1, 1997, which will ban all new two-stroke dirt bikes from use on public lands in California. To my knowledge this legislation is going through and will prevent us from obtaining green stickers for dirt bikes purchased after December 31, 1996. Why is there no opposition to this? Surely, we as a group can be a force in stopping this legislation.

I would think the manufacturers would be objecting strenuously as I'm sure California is a huge market for them. Also, I bet the majority of your subscribers are just like myself - serious trail riders. It's not that four-strokes are bad, but in my opinion they can't compare to two-strokes in performance and weight.

Consider the recent increase in the speed limits on our highways. My guess is the pollution these increased speeds create far exceeds the pollution our bikes emit. We as a group need to band together and oppose this legislation.

Alan J. Dale
Lemoore, CA

Underrated

This letter should have been written a long time ago. John Dowd is the most undercredited and underrated rider alive. Yamaha scored big time when they acquired John. Enough already with the age comments - they're lame. We've been watching John ride the NESC functions for years and he is talented and fast. Regardless of his age, we can only hope he devastates the 125cc Supercross Series and the AMA National Championship MX Series. Best of luck, John. Pin it!

P.S. John Dowd - 500cc/125cc Motocross des Nations?

Christian Corarito
Clinton, CT

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ON THE FRONT COVER

Scott Russell tried to draft past Miguel DuHamel on the run to the flag in the Daytona 200 - but he came up 0.010 second short. Photos by Henny Ray Abrams.

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Round 1: Daytona 200 by Arai

Worth the wait

By Paul Carruthers
Photos By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 16

It was everything it was supposed to be, and more.

After six days of waiting and 200 miles of suspense, intrigue and apprehension, it all came down to the simplicity of a one-on-one battle. The race may have featured lead changes between six different riders on four different brands of motorcycles, but when all was said and done it came down to only two - two of the best: Scott Russell and Miguel DuHamel in a final, furious run to the checkered flag on the tri-oval of Daytona International Speedway.

Russell was trying to make history. DuHamel was just trying to win.

What followed was perhaps the most exciting half mile of racing ever seen at the famed Superspeedway. DuHamel and the Smokin' Joe's Honda led out of the chicane, with Russell and the Lucky Strike Suzuki giving chase. It was a war of not only rival riders and competing motorcycle manufacturers, but also of antagonistic tobacco companies. DuHamel was the mouse, Russell the cat, with both surviving rear-wheel slides at 180-plus-mph on the tri-oval as the drafting war ensued. At the line it was ever so close, with DuHamel winning his second Daytona 200 by Arai and Russell coming up just short of winning his fourth.

Just short? How about 0.010 second short.

For DuHamel, the win marked the end of a four-year winless drought in the 200, his win in the 55th edition of the race bookending his victory in the 50th edition in 1991. It was also the perfect start to a season in which the 28-year-old French Canadian will defend his AMA Superbike National Championship. The win also padded his pockets with $16,000 of the $130,000 Daytona purse.

Despite missing out on that elusive fourth win by only 0.010 second, Russell was all smiles. After all, there is little doubt that he is still Mr. Daytona. Since 1991, Russell has won three times, finished second twice and fourth once. Think about what you can do in six-one-hundredths of a second? Russell has lost two Daytona 200s in that amount of time. In 1993 he was beaten by Eddie Lawson by 0.051 second, and this year's loss to DuHamel was only by 0.010. That's 0.061 second.

As if the race for victory wasn't enough, the battle behind the lead duo was equally as sensational between Yamaha's Colin Edwards II and Yoshimura Suzuki's Pascal Picotte. In what was a reversal of the fortunes of the two ahead of them, Edwards was able to use the draft pass to move around Picotte at the finish line for third place.

Muzzy Kawasaki's Doug Chandler started slowly, stayed clear of trouble and gained speed and consistency in the middle of the race to log a heady fifth, a far cry from the troubles he encountered during practice and qualifying when the best he could muster was a 16th-place qualifying run. Chandler may not have been the quickest of the Muzzy Kawasakis, but he was the first to cross the finish line. Australian Anthony Gobert was the man expected to give Rob Muzzy the best chance of victory, but the World Superbike phenom had tire problems, brake problems and finally engine problems that knocked him out of the race. The third Muzzy Kawasaki, ridden by Mike Smith, was also taken out of contention early. Smith's ZX7R suffered a fried clutch and a broken exhaust pipe, and he eventually finished a disappointing 41st.

Smokin' Joe's Honda's Steve Crevier had a race very similar to Chandler's, with the two actually circulating together for a good part of the race. The Canadian stayed clear of any calamity, made only scheduled pit stops and finished a respectable sixth - despite racing with a distinct lack of self-confidence following a high-speed crash during practice.

The man who may have proven the most during Camel Motorcycle Week was young Georgian Aaron Yates. A week after winning the 750cc Supersport final, the Yoshimura Suzuki factory rider proved that his pundits were badly mistaken for not believing he could make the grade in his first season of AMA Superbike racing. The superbike-class rookie was one of six riders to lead the Daytona 200, and it was only an error in judgment - stemming directly from a lack of experience with the pace car - that cost him a probable trip to victory lane. Yates went on to finish an impressive seventh. The third Yoshimura Suzuki was also ridden admirably by Daytona rookie Mat Mladin, with blistered tires and unscheduled pit stops the only things keeping him from finishing much higher than his eventual 11th.

While Yates was penalized for his lack of experience, Vance & Hines Yamaha's Tom Kipp was burdened by a lack of top speed. The Ohioan did what he could with what he had, and finished eighth after a mistake-free 200 miles of racing.

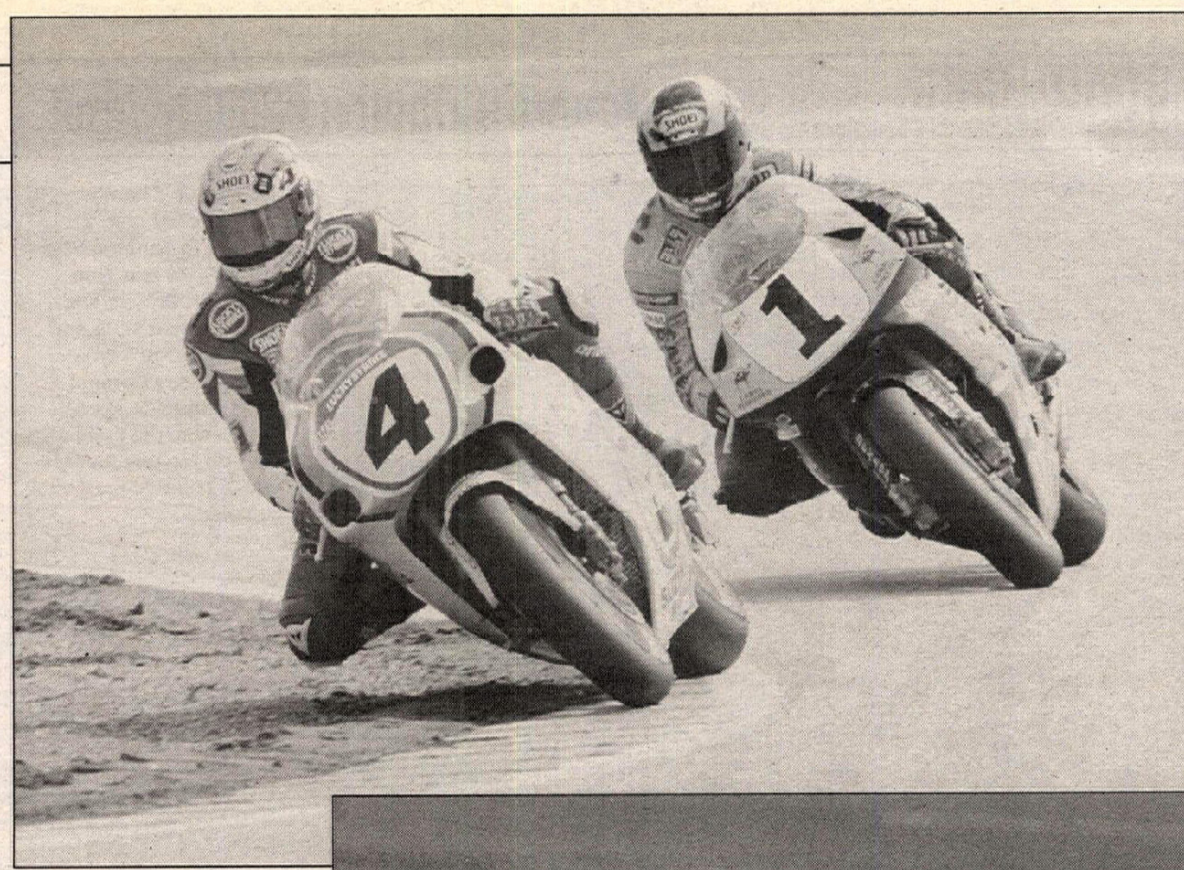
Mike Hale (23) led the 55th running of the Daytona 200 into turn one, followed closely by Scott Russell (4), Anthony Gobert (96) and Troy Corser (3). Hale crashed out of the race on the fifth lap after hitting oil.

Ducati's Disastrous Daytona played out again in the 55th edition of the race. Despite having two of its riders on the front row, a top finish was again out of the question for the Italian marque as it tried to win its first-ever 200. Pole sitter Troy Corser had the fastest bike and led the most laps, but he wasn't around when it counted most - at the finish. Instead, his 955 overheated until the point of termination on the 30th of 52 laps. By then the second Promotor Ducati of Mike Hale was long gone, the Texan having crashed the bike on the fifth lap. In the end it was dirt-tracker-turned-road-racer Larry Pegram who gave Ducati its only glimmer of success, the Ohioan riding his Fast By Ferracci 955 to an uneventful ninth place; his teammate Shawn Higbee, meanwhile, suffered a similar fate to the other factory Ducatis as he was forced out with transmission problems on only the 10th lap. There's always next year...

The Harley-Davidson factory doesn't have to wait until next year to boast of a top 10 finish in the Daytona 200 - Chris

Carr gave them that in 1996. Carr spent most of the day racing with his teammate Thomas Wilson before pulling away to a clear-cut 10th-place finish, far and away the best Daytona effort for the VR1000 and Harley's best finish in the 200 since Jim Dunn finished 17th in 1975. Harley-Davidson last won the race in 1969 with the late Cal Rayborn, coincidentally the last time the race was run a week late because of inclement weather.

As far as the AMA Superbike National Championship goes, DuHamel, obviously, leads the chase with 35 points. Since Daytona marks Russell and Edwards' only AMA appearance of the season, Picotte is in all actuality second with 28 points and Chandler third with 26. Mike Smith is really the only top AMA star to emerge from Daytona without championship points - but everyone will head to the next round in Pomona, California, healthy.



(Left) Scott Russell (4) and Miguel DuHamel (1) battled to the bitter end of the 200-mlie race. At the finish line it was DuHamel by a scant 0.010 second. (Below) Yoshimura Suzuki teammates Pascal Picotte and Aaron Yates battle through the chicane early in the race.

THE DAYTONA 200 BY ARAI

The 55th running of the Daytona 200 by Arai finally got started under high clouds and sunny skies at close to 1:45 p.m., with people lining the infield fences and partially filling the main grandstands despite the six-day race delay.

Following a parade lap behind the pace car and a flying warmup lap, the lights finally turned green - and red filled the front spot as Mike Hale shot his Promoter Ducati to the front of the 32-rider field. As the pack roared toward the west horseshoe for the first time, Hale led a star-studded supporting cast of Gobert, Corser, Russell, Edwards, DuHamel, Smith, Yates and Picotte. Corser didn't waste any time in chasing his teammate, the Australian putting his Ducati behind Hale's similar V-twin on the first go around the west banking before losing the spot to Gobert again on the run around the tri-oval to the finish line.

By this time, James' day had come to a premature end, his Vance & Hines Yamaha YZF750 coasting to a stop on the exit of the first corner.

"We fried the clutch on the start," James said later. "That's the way it goes. It's unusual for that to happen - we've never had any trouble with it. It was a new clutch system and I guess we have to go a lot more easy on the clutch, you know? It's a shame we had to learn it here."

James wasn't alone in clutch trouble. Muzzy's Kawasaki's Mike Smith would hit for the first time on the third lap, his clutch also fried from the start. The Muzzy crew replaced it, sending him back out some six laps later. And this was only the beginning of Smith's long day as it would only get longer. He would pit again later, this time to have a broken exhaust pipe repaired, yet he would carry on, ultimately finishing 31st and well out of the points.

Hale led across the stripe to complete the first lap, but it would be the only lap he'd lead in this Daytona 200. The young Texan would continue to run in the lead group, but only briefly. On the fifth lap, Hale crashed out of the race in turn six, the left-hander which leads on to the west banking.

"The ignition was cutting out and it was losing power," Hale explained later. "Then it quit cutting out and I was closing on (Anthony) Gobert and (Colin) Edwards. I saw the oil flag and I just put it in there. The next thing I knew, I was on the ground."

Hale rushed to his downed Ducati, only to find water spewing out of the water pump, via an impeller blade. Thus, with five laps in the books, the race was minus three of its stars, though Smith would continue to circulate, and one of the four factory Ducatis.

Corser, meanwhile, had his head down, putting nearly two and a half seconds between himself and his pursuers - Edwards, Russell, Gobert and DuHamel. Then his Ducati started to give him negative feedback, in the form of a fast-climbing temperature gauge. It was an indication of things to come for the Australian. As quickly as Corser had opened his lead, it was gone - and Edwards led across the stripe for the first time on the seventh lap. Then, just as quickly, Corser was back, blasting around the Yamaha on the west banking to take the point position a lap later. And then he opened up a lead again, pulling away from the foursome of Edwards, Russell, Gobert and DuHamel. What ever was wrong with the Ducati was obviously fixed. Or was it?

Edwards' chance of a perfect day took a blow on the ninth lap when he pitted with a shredded rear Dunlop tire.

"We didn't plan on it (the first pit stop) for sure," Edwards said. "It came way too soon. I guess we screwed up, to be honest. We screwed up the tire choice. We had a different tire choice, but we came into today and it was a little warmer - so we went up a step on the front and the rear, to the harder ones. We were thinking that it would be enough, but it wasn't. We had to go even more (harder) than that. The tire was completely destroyed."

The second of the four factory Ducatis expired on the 10th lap, with Shawn Higbee bringing his Fast By Ferracci Ducati into pit lane with a blown transmission. Higbee had been running 13th.

The order after 10 of 57 laps read: Corser, DuHamel, Gobert, Russell, Yates, Picotte, Pegram, Mladin, Kipp, Crevier, Chandler, Edwards, Carr, Wilson and top privateer Michael Taylor.

Gobert was the next of the factory stars to pit, routinely taking two new tires and fuel on the 15th lap. A lap later and he was back on pit row, the crew struggling to fix a problem with his front brake calipers. On the 22nd lap, the talented Australian would call it a day, the Muzzy Kawasaki finally having engine problems.

"I had a front tire problem," Gobert said from pit lane. "I was a bit too hard on it and took some chunks out of it. Then we had a front brake problem... then the engine. Now we're calling it a day."

"Tires, brakes, motor... it wasn't his day," team owner Rob Muzzy said of Gobert's problems.

On the 15th lap, DuHamel was right with Corser, whose second attempt at running away had failed. They had a slight gap back to Russell, who in turn had space between himself and Yates.

With DuHamel pitting for tires and fuel on the 18th lap, Russell suddenly found himself in the lead for the first time with Corser second, Picotte third, Yates fourth and Mladin fifth, the four new Suzukis performing to perfection in their debut race as they held four of the top five spots.

Corser took to the pits for the first time on the 19th lap, and Russell found himself with a 15-second lead over Picotte, with Corser rejoining the race in fourth place. DuHamel and Edwards, meanwhile, were locked in a duel over fifth.

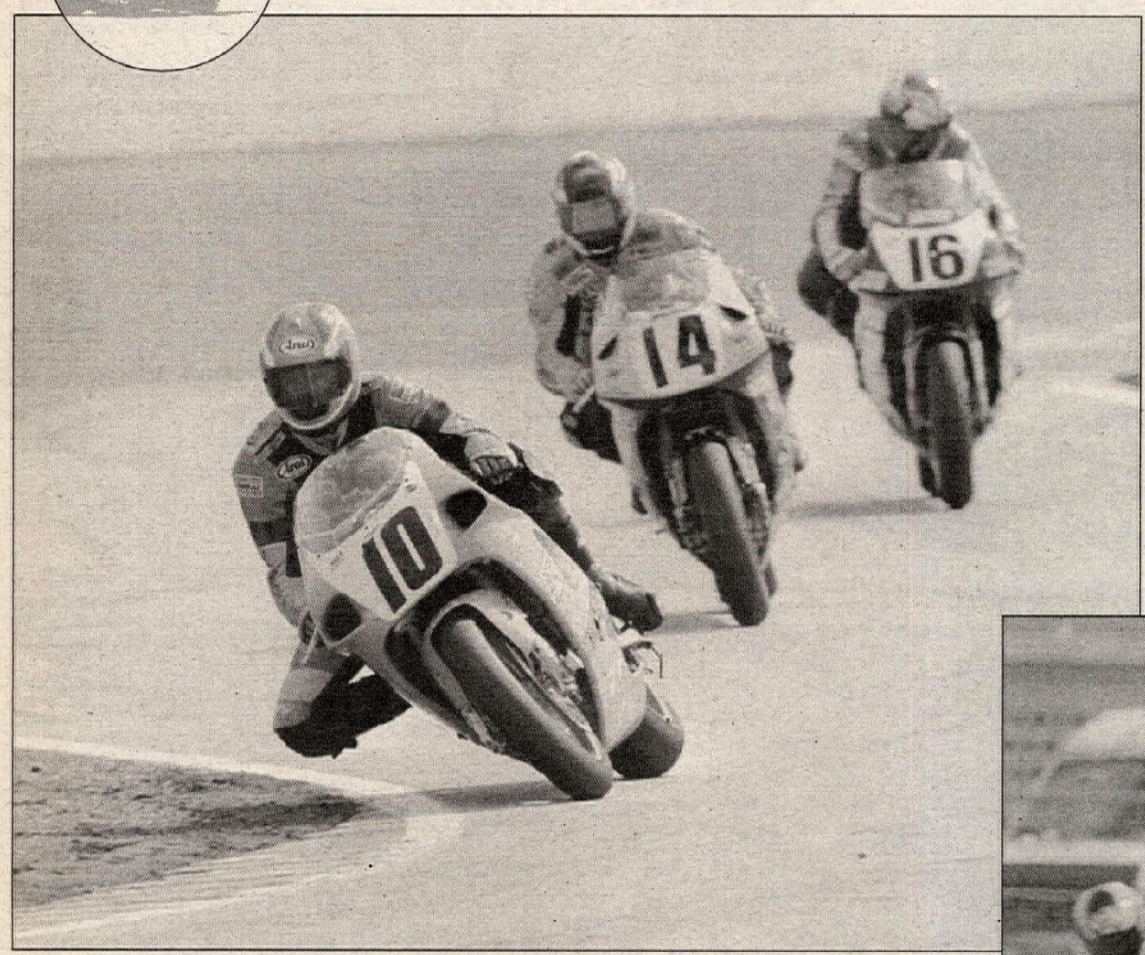
On the 22nd lap, Corser took over again as Russell pitted, but the Georgian was able to rejoin the pack in second place, some six seconds behind Corser and barely ahead of DuHamel and Edwards. Russell started to chip away at Corser's lead, taking it down to under four seconds on the 27th lap. On the 28th lap, Russell was back in front, with Corser slowing his pace dramatically.

By this time, Mladin's chance at a top finish was gone as he had back-to-back pit stops only two laps apart (laps 26 and 28) after having blistered his tires.

"I blistered two tires and it pissed me off, actually," Mladin said after finally finishing one lap down in 11th place. "We were right in there. We were right there with Pascal (Picotte) and he got fourth. We had two extra stops and we probably would have still been all right if we'd done one extra."

On the 30th lap the pace car came out for the one and only time, with 1989 Daytona 200 winner John Ashmead crashing out of the race in turn one. Several riders took this opportunity to sneak into the pits, and Edwards was

Round 1: Daytona 200 by Arai



(Left) Doug Chandler (10) rode a heady race to finish fifth, topping Steve Crevier (14) and Tom Kipp (16); Crevier and Kipp finished sixth and eight, respectively. (Below) Troy Corser (3) leads Miguel DuHamel. Corser was the fastest rider on the day, but his Ducati failed to go the distance.

one of them. The Texan came in just prior to the caution period and he was able to rejoin the race in sixth place. Yates also used the caution period to pit, getting fuel and two new tires - but it would end up costing him dearly. More on that later.

It was also on the 30th lap that the pole sitter's day would end, as Corser's Ducati finally overheated to the point of termination.

"The temperature was going up and it was getting hot," Corser explained. "I brought it in but they (the crew) said to keep going. It just kept getting hotter and hotter and it finally stopped."

Suddenly, Pegram had the only factory Ducati which was still running.

With the pack circulating slowly behind the pace car, the running order read: Russell, DuHamel, Picotte, Yates, Edwards, Chandler, Crevier, Kipp, Pegram, Carr and Wilson.

When the hammer was dropped it was DuHamel taking over from Russell at the front - with Picotte, Edwards and Yates coming with him. Edwards would lead the pack for the first time since lap eight when the pack roared across startfinish. Russell, meanwhile, was slowing, now acutely aware of a problem with his rear tire.

"I picked up a puncture, right behind the pace car," Russell said later. "That ruined it for me, I think. After that I was just lucky to be back up there in it. I mean they were gone. I thought, 'This isn't going to work out.' We had to pit, and then I thought maybe we'd have to stop again for a little bit more gas. That was my race, it was over. But we just kept plugging away out there, and when everybody started making their pit stops we came back."

It was a stop that proved pivotal in the race, for Russell was now playing catch-up, rejoining the fray outside of the top 10.

On the 39th lap, Picotte pitted, taking on two tires and fuel in a long stop as the crew had problems with a sticking rear axle; Chandler also pitted, his stop much more uneventful. Edwards continued to lead, with Yates and DuHamel tucked in behind as Russell forged his way forward - seventh on the 40th lap, sixth on lap 41, etc.

On the 42nd lap, DuHamel pitted for the final time, re-entering the track just ahead of Russell in fifth place. And those two would fly in formation until the bitter end.

On the 43rd lap, rookie Yates would lead the Daytona 200 for the very first time, the youngster showing all the savvy and bravado of a much more experienced rider. That would last for four laps, but two of those would be painful. Apparently, Yates had passed riders during the caution period, and the AMA was about to punish him. For two laps he was shown the "meatball" flag, and he would have to take to pit road for a stop-and-go penalty. On the 47th lap, both Edwards and Yates pitted. It would be Edwards' final stop. Not so for Yates. The stop for two tires and fuel didn't count toward his penalty, and the Georgian would have to stop again on the 50th lap. The second one was costly and it knocked him down to an eventual seventh-place finish.

"I guess I passed a couple of people under the pace car," Yates said. "We changed tires (during the caution period) and when I went out I didn't know where I was supposed to go. One of my guys in the signal area was waving me on. Then I thought I could take my pit stop and meatball at the same time, but they (AMA officials) waved me off - I guess that wasn't what they wanted. I was pretty aggravated, but I ran with 'em - I was right there."

By the 47th lap, the race for the 55th Daytona 200 by Arai was for all intents and purposes down to three riders - Russell, DuHamel and Picotte. Edwards was fourth, but he was too far behind to pose a serious threat.

A lap later and Picotte's chances were also lost. He'd screwed up the chicane, losing the draft of the lead twosome, and now he had to be concerned with holding off a hard-charging, "balls to the walls" Edwards. Picotte would lose third place on the final run around the tri-oval, with Edwards drafting past at the line to claim the final rostrum spot.

"I could have been third, easy," Picotte said. "I got screwed up on pit signals - completely. Five laps from the end, I had a two-second lead. The rear tire was gone. I screwed up the middle of the chicane and he drafted and blew by me at the start/finish line. I was really confused with my pit signals."

So now there were two: three-time winner Russell and one-time winner DuHamel. Russell led the pairing through the 50th lap, but DuHamel had come to the conclusion that winning from behind wasn't going to be possible. He had to lead, and he did just that, taking over on the 51st lap as the pair scorched their way toward the end.

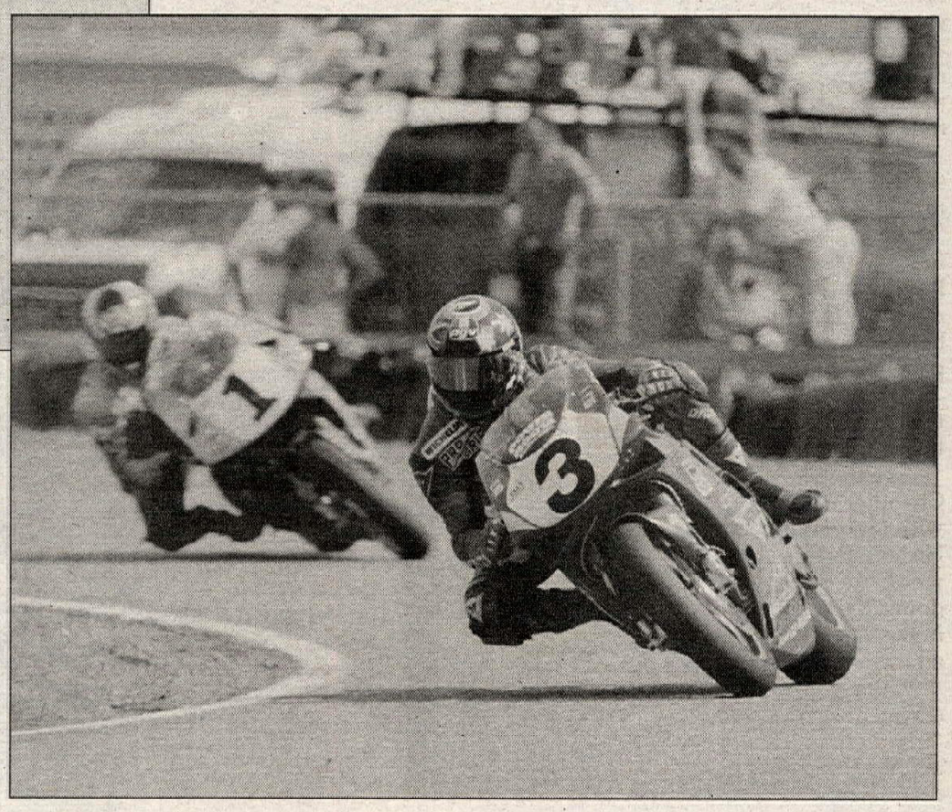
"A couple of things came to me as I was behind Scott," DuHamel explained later. "I was trying to size him up for a draft pass at the finish line because everybody wants to do that. I knew Scott was expecting it and I was just measuring it up - but darn if I didn't have the wrong tape measure. I couldn't get it right. So I said, 'I guess I'd better lead this thing.' Maybe I could have pulled it off (a draft pass), but it would have been so close I didn't want to do it. I figured I'd better get in front and I think that's what Scott wanted so it wasn't very hard to do. When I saw lap eight I was thinking, 'I can't believe it - the 200 and there's only eight laps left. Boy, I'd better do something here.' I thought my chances were 50 percent if I was leading. If I wasn't leading I thought those chances were down to 45 percent, 40 percent."

Still, DuHamel was worried. Leading out of the chicane at Daytona is a risky thing: "We'd (DuHamel and his crew) been watching all these other races and everybody who was leading out of the chicane got drafted and passed at the finish line. The only thing I was thinking was that if I lead this thing out of the chicane and I lose, I better just keep on driving to California and not even come in the pits."

Russell had other concerns. Namely the bothersome thought of running out of fuel.

"When there were like eight laps left, I didn't care if they told me to stop. I thought, 'I ain't stopping, I'll run this thing right out of gas. There's no way I'm stopping.'"

DuHamel took the risk, deciding to lead out of the chicane. It came down to a wild final run to the tri-oval, with DuHamel leading and taking the draft up the wall in a final effort to weave free of the pursuing Russell. The move caused both riders to slide their rear tires near the wall at 180-plus mph, a high-speed two-step that caused both to back off the throttle - DuHamel apparently less than Russell.



"I came out real good, strong, not as strong as I'd like to of course, but strong enough that I had a decent drive out of it," DuHamel explained. "I went up high and then I came down low. Then I thought, 'Okay, I've got to do something else.' So I went back up high. It's kind of hard to move on the banking, up and down like that, with all the g-forces. When I went back up I had to bring it back because the wall was coming pretty close to me. When I pulled it in, the rear end broke around, sliding coming off the banking, and I must have blipped the throttle - maybe 98 percent. Then it was, 'Get back on it or you're going to lose the Daytona 200.' Then the straight looked like it was 50 miles long to the finish line. Twenty feet before the line I felt him, but I knew it was too late. As soon as I crossed the line I could see Scott out of the side of my eye, right by my knee puck."

At the flag it was ever so close, but DuHamel emerged victorious, taking his second Daytona 200 victory by a scant 0.010 second.

"It was a good race, the whole race," Russell said. "At the beginning of the race it was kind of hectic. I just kind of laid back and let Colin (Edwards) and Mike (Hale) and Anthony (Gobert) and

all of them go at it a little bit. I didn't want to get mixed up in that. I stepped back and basically rode my own race. I was able to pull 'em back in when I needed to. Troy (Corser) was the only one out there that I thought... well, I could pull him in, but I thought he could be tough to catch. Then he pulled out, so...

"I had what it took to get it done (a draft pass), but everything had to be just right. He blipped it a little bit coming out of the chicane, but it was cool because I had a few bike lengths to play with so I didn't have to slow down at all. We got out, and weaving on the banking at 180 mph isn't fun. That last cut we made coming off four, both of us were sliding the rear tire. My tire had a lot of laps on it because I was out for some time - I had to blip it just that little bit too much and that's all it took. He won this race. He deserves it."

Unlike Russell, Edwards was able to make the draft pass work, pulling around Picotte as the two crossed the finish line.

"I got kinda screwed with about six, seven laps to go," Edwards said. "With three laps to go, two laps to go, I said, 'This isn't happening. I'm not finishing fourth again, I finished fourth last year. I'm either going to throw it down the road or get on the box today. I rode as hard as I could those last few laps and it paid off."

Behind them came a lonely Chandler, the Californian staying out of trouble for the entire race to earn fifth place.

"Yeah, it was pretty uneventful," Chandler explained later. "I raced a bit with (Steve) Crevier and that was good. He started spinning a lot when the tires went off. I'm happy. We started out doing 55s (1:55 lap times) and ended up in the 52s. We just need to get more time on the bike to get more comfortable."

Then came Crevier, another who stayed clear of calamity, in sixth place: "I had some good races with the guys and it was pretty uneventful," the Canadian said. "I had it in me to do better lap times, but I just didn't believe enough in myself. I had lots of power and it was spinning everywhere. I just did my confidence in with the crash on Wednesday (during practice)."

Seventh place went to Yates, proving himself as a serious contender in only his first superbike race as a factory rider. Kipp was another who steered clear of trouble, ending the day eighth on the Vance & Hines Yamaha.

"For what we had, I thought it was a good race," Kipp said. "We're just down on top speed - big time. I went with a soft rear and a medium front and that was a mistake on my part. It worked for me during the week and I thought we could get along with it. The chassis is really good right now - we just need to find some power, just a little more speed."

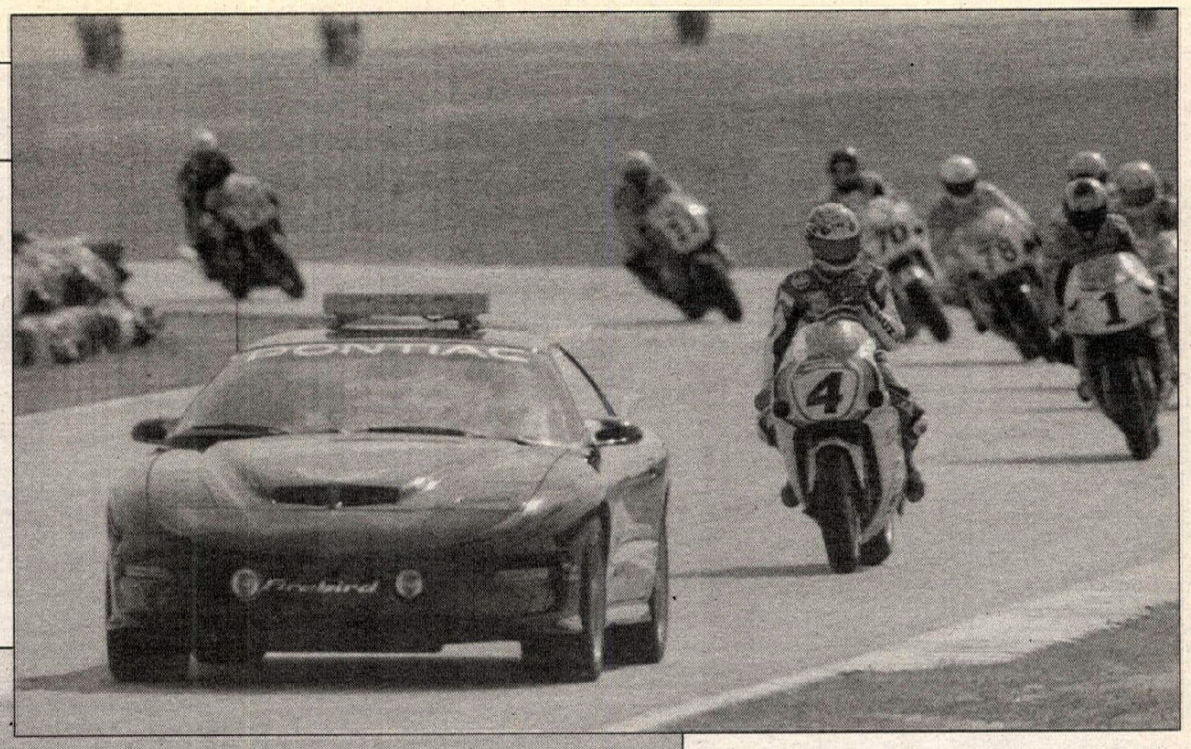
Behind Kipp came Pegram - the lone factory Ducati still running at the finish - and Harley-Davidson's Carr in an impressive 10th place.

"Our goal when we came here was to finish the race," Carr said. "Harley-Davidson hasn't finished a Daytona 200 in about 20 years. We came close last year, but came up a few laps short. I thought if we stayed consistent and burned some laps, and stayed out of trouble we had a shot at a top-10 - and sure enough we ended up 10th. It was a real smooth race with no major problems. We didn't make any mistakes and never ran off the track or anything like that. We just mainly tried to stay out of trouble. We didn't try to take many chances with the lappers. Overall, we're happy. We finished the race, and that's what we came here to do."

So after losing out on winning a historic fourth Daytona 200 by only 0.010 second, Russell indicated that we may see him here again.

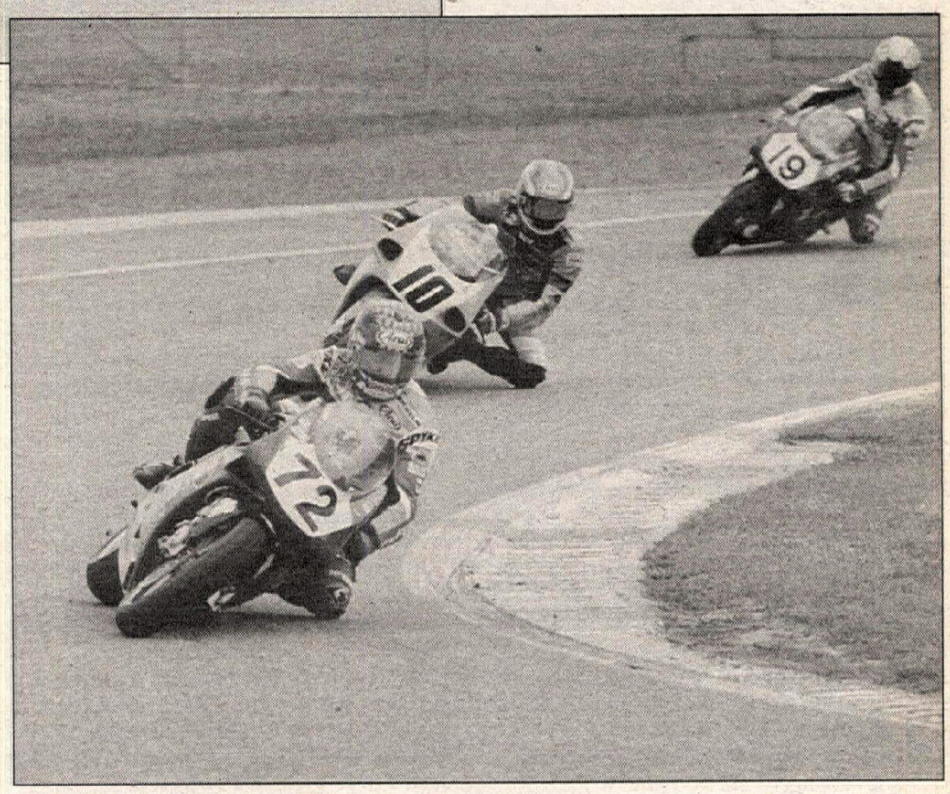
"Daytona's a great place for me and I always have good luck here," he said. "I even look at today as a good day at Daytona. Number four is out there for me and I'll be back to get it. I'm not sure when, but I'll be back."

We can't wait. CN



(Right) Scott Russell leads the field during the caution period that was run behind a pace car. (Below) Chris Carr ended up 10th on the Harley-Davidson VR1000; his teammate Thomas Wilson (3) crashed out of the race with the VR1000 catching on fire.

(Right) Larry Pegram (72) had a successful debut on the Fast By Ferracci Ducati; he finished ninth. His teammate Shawn Higbee (19) failed to finish.



Daytona International Speedway
Daytona Beach, Florida
Results: March 16, 1996

DAYTONA 200 QUALIFYING: 1. Troy Corser (1:4.387/117.162); 2. Mike Hale (1:50.824); 3. Scott Russell (1:50.472); 4. Anthony Gobert (1:51.043); 5. Pascal Picotte (1:40.620); 6. Colin Edwards II (1:50.752); 7. Aaron Yates (1:51.035); 8. Miguel DuHamel (1:51.220); 9. Mike Smith (1:51.681); 10. Larry Pegram (1:51.703); 11. Jamie James (1:51.779); 12. Tom Kipp (1:52.134); 13. Mat Mladin (1:52.175); 14. Kirk McCarthy (1:52.319); 15. Shawn Higbee (1:52.350); 16. Doug Chandler (1:52.562); 17. Steve Crevier (1:52.779); 18. Chris Carr (1:54.369); 19. Thomas Wilson (1:55.049); 20. John Reynolds (1:55.193); 21. Michael Taylor (1:55.497); 22. Randy Renfrow (1:55.543); 23. Al Salaverria (1:56.863); 24. Masayuki Hayashi (1:57.006); 25. Michael Barnes (1:57.016); 26. Eric Moe (1:57.020); 27. Tripp Nobles (1:57.223); 28. Mark Miller (1:57.409); 29. Juha Berner (1:58.080); 30. Jeff Stern (1:58.371); 31. Michael Luke (1:58.527); 32. Frank Wilson (1:58.694); 33. Steve Cooke (1:58.857); 34. Michael Fitzpatrick (1:58.951); 35. Ricky Orlando (1:59.047); 36. Rick Shaw (1:59.205); 37. Paul Netterstrom (1:59.363); 38. James Milroy Jr. (1:59.437); 39. Karim Babic (1:59.622); 40. John Ashmead (1:59.858); 41. Brett Metzger (1;59.877); 42. Israel Jaitovich (2:00.024); 43. Damian Weber (2:00.274); 44. Daniel Bailey (2:00.354); 45. Steve Patterson (2:00.405); 46. Karl Wilson (2:00.458); 47. Jeff Heino (2:00.508); 48. Mark Black (2:00.577); 49. James Eberhart (2:00.932); 50. Mike Walsh (2:01.074); 51. Kory Rooks (2:01.204); 52. John Spitulski (2:01.243); 53. Anthony Lupo (2:01.277); 54. Ron McGil (2:01.393); 55. Doug Gross (2:01.468); 56. Timothy Alan Blasquez (2:01.489); 57. Greg Hutcheson (2:01.495); 58. Richard Alexander Jr. (2:01.609); 59. Peter Hubberich (2:01.796); 60. T. David Porter (2:01.883); 61. John Weiss (2:02.023); 62. Quenni King (2:02.147); 63. John Blessed (2:02.266); 64. Noel Brown (2:02.393); 65. Brett Ray (2:02.475); 66. Mark Lunge (2:02.576); 67. Brian Gibbs (2:02.619); 68. Dean Mizdal (2:02.675); 69. James Hanlon (2:02.717); 70. Seth Hahn (2:02.732); 71. Stephen DeCamp (2:02.740); 72. James Perreault (2:02.755); 73. Jeff Reeves (2:02.782); 74. Jim Dickenson (2:03.135); 75. Jimmy Shelton (2:03.255); 76. Jared Parliament (2:03.280); 77. Kevin Hunt (2:03.428); 78. Tommy Dyreson (2:03.552); 79. David Roy (2:03.594); 80. Rad Greaves (2:03.736).

55TH DAYTONA 200 BY ARAI: 1. Miguel DuHamel (Hon); 2. Scott Russell (Suz); 3. Colin Edwards II (Yam); 4. Pascal Picotte (Suz); 5. Doug Chandler (Kaw); 6. Steve Crevier (Hon); 7. Aaron Yates (Suz); 8. Tom Kipp (Yam); 9. Larry Pegram (Duc); 10. Chris Carr (H-D); 11. Mat Mladin (Suz); 12. Frank Wilson (Suz); 13. Randy Renfrow (Duc); 14. Eric Moe (Kaw); 15. Jeff Stern (Kaw); 16. Ricky Orlando (Suz); 17. Jeff Heino (Suz); 18. Doug Gross (Duc); 19. Steve Cooke (Duc); 20. Anthony Lupo (Suz); 21. John Blessed (Suz); 22. Al Salaverria (Duc); 23. Michael Luke (Suz): 24. Rad Greaves (Suz); 25. Jim Dickenson (Suz); 26. Richard Alexander Jr. (Suz); 27. Jimmy Shelton (Suz); 28. James Hanlon (Suz); 29. Kevin Hunt (Suz): 30. Stephen DeCamp (Kaw); 31. Michael Fitzpatrick (Yam); 32. Jared Parliament (Kaw) 33. Masayuki Hayashi (Yam); 34. Quenni King (Suz); 35. Michael Taylor (Kaw); 36. Brett Ray (Kaw); 37. Seth Hahn (Suz); 38. Brett Metzger (Suz); 39. James Eberhart (Kaw); 40. T. David Porter (Suz); 41. Mike Smith (Kaw); 42. Mark Miller (Suz); 43. Thomas Wilson (H-D); 44. Steve Patterson (Suz); 45. Tripp Nobles (H-D); 46. Troy Corser (Duc); 47. Rick Shaw (Yam); 48. Michael Barnes (H-D): 49. John Ashmead (Kaw); 50. John Spitulski (Kaw); 51. Anthony Gobert (Kaw); 52. Karim Babic (Duc); 53. Damian Weber (Duc); 54. Brian Gibbs (Yam); 55. Mike Walsh (Yam): 56. Shawn Higbee (Duc); 57. Mike Hale (Duc): 58. Karl Wilson (Kaw); 59. Ron McGill (H-D); 60. Paul Netterstrom (Kaw); 61. Jamie James (Yam): 62. Kory Rook (Kaw).

Time: 1 hour, 51 min., 52.906 sec.
Distance: 57 laps, 200 miles.
Average Speed: 108.822 mph.
Margin of Victory: 0.010 sec.

AMA SUPERBIKE C'SHIP POINT STANDINGS (After 1 of 10 rounds): 1. Miguel DuHamel (35); 2. Scott Russell (32); 3. Colin Edwards II (30); 4. Pascal Picotte (28); 5. Doug Chandler (26); 6. Steve Crevier (25); 7. Aaron Yates (24); 8. Tom Kipp (23); 9. Larry Pegram (22); 10. Chris Carr (21); 11. Mat Mladin (20); 12. Frank Wilson (19); 13. Randy Renfrow (18); 14. Eric Moe (17); 15. Jeff Stern (16); 16. Ricky Orlando (15); 17. Jeff Heino (14); 18. Doug Gross (13); 19. Steve Cooke (12); 20. Anthony Lupo (11); 21. John Blessed (10); 22. Al Salaverria (9); 23. Michael Luke (8): 24. Rad Greaves (7); 25. Jim Dickenson (6); 26. Richard Alexander Jr. (5); 27. Jimmy Shelton (4); 28. James Hanlon (3); 29. Kevin Hunt (2): 30. Stephen DeCamp (1).

Upcoming Rounds:
Round 2 - Pomona, California, April 21
Round 3 - Monterey, California, April 28

Round 1: Daytona International Speedway

Finally DuHamel, maybe...

Miguel DuHamel (1) leads Thomas Stevens (2), Jamie Bowman (21) and Steve Crevier (4) at the start of the 600cc Supersport final at Daytona International Speedway.

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 16

After enduring a seven-day delay, caused by last week's twice red-flagged rainout, Smokin' Joe's Honda Miguel DuHamel was well on his way to defending his Pro Honda Oils 600cc Supersport title with a victory when yet another red flag flew, this one less than four laps from the end of the troubled 18-lap race. Because the race was less than 80 percent complete, it wasn't official and the rules dictated that a final, four-lap dash to the flag was in order. No matter. DuHamel continued to do what he'd done since he came here, decimating the competition, leaving them 3.654 seconds behind in only four laps to claim the win on a brilliant day at Daytona International Speedway. But the race wasn't over yet.

A protest was soon filed by the second-placed Muzzy Kawasaki team of Mike Smith, and the official outcome of the event won't be decided until the middle of the week following the race. That's when AMA officials will decide whether to declare the results of the star-crossed race official and announce what the slim crowd in Daytona had witnessed, a command performance by Miguel DuHamel over a brilliant three-way scrap for second. Ultimately, it was decided at the stripe with Muzzy Kawasaki's Smith using the draft to edge Kinko's Kawasaki's Thomas Stevens and the Rayce Team Honda of Switzerland's Yves Briguet.

The Muzzy team actually filed two protests, one for DuHamel's actions during the red-flag period, which was disallowed, and the second for equipment violations, which will be decided this week at AMA headquarters. Pending the outcome of the protests, for what are alleged to be various non-stock components, the results are provisional. What happened on the track, however, was definitive.

This was a complete restart for the race which was begun in a downpour the previous weekend, only to be stopped twice due to crashes on the exit of the chicane. Today's weather was more cooperative, warm and breezy with scattered high clouds and not a threat of rain. But the race continued to be cursed and on the 15th of 18 laps, with DuHamel holding about a 10-second lead on Smith and Briguet, fighting hard over second, it was red-flagged yet again. Since AMA rules state that 80 percent of the total laps have to be completed for the race to be considered official, at 14 full laps the race was one lap short of complete. Grid positions were determined by the race order at the end of the 14th lap and, after a week, and three red flags, the race would be an all-out, four-lap sprint.

It took the French Canadian a lap to scrub the tires in, then he proceeded to do what he'd done the entire day: leave the field gasping in his wake at close to a second a lap to win the first race of the year.

"We put fresh rubber on the bike and it really showed," the Honda CBR600 F-3-mounted DuHamel said after winning his ninth 600cc Supersport race in a row, dating back to last season. "The bike is incredible. It makes me look so good." But soon after the 18-lap, 64.1-mile race, the protests were filed and the provisional results would stand until the outcome of the protests is decided.

According to AMA Road Race Manager Ron Barrick, the alleged rules violation centered around DuHamel's movements and control of his machinery during the red-flag period. He was called to the winner's circle by a track announcer and rode on the wrong side of a cold pit lane. Since victory lane is a secured area, and under the AMA's direction, there was deemed to be no violation, according to Barrick. "Essentially, he was never out of the AMA's control. When he was told to return to the grid it was done by an official, which is legal," Barrick said.

The second protest alleged that the chassis, wheels, and steering clamps were "not stock parts," Barrick said. "We've taken the parts. It will be Wednesday or Thursday before we make a decision, once all of our people get back to the office." The parts will be compared with off-the-shelf Honda items and a determination made.

Whether or not the win is taken away from him, DuHamel made it eminently clear that he is a class of one, despite not leading every lap of the restart. Smith led the first lap, then DuHamel took over in turn one on the next lap and sped clear of the 44-rider field.

"In a four-lap race nobody's going to be giving nothing away," DuHamel said. "I messed up my plan. I wanted to go from the start, but I took too much of a cautious start. The Smokin' Joe's crew had the bike ready to go and they pumped me full of confidence. They said, 'We've got a four-lap setup for you.'"

"This is wonderful. We've won, I believe, five of the last six (600cc) Supersport races here at Daytona against the best competition in the world," Smokin' Joe's Honda team owner Martin Adams said after DuHamel won here for the fourth time. (He also won for Adams in 1991 and '95 and aboard a Kawasaki in '93. Mike Smith won for Adams in 1994.)

Briguet had taken over second from Smith in turn one on the final lap knowing that wasn't the place to be and paying the penalty in the run from the chicane to the flag by ending up fourth.

"On that last lap they were a little

closer than I thought they were," Smith conceded. "Miguel had just pulled out a little. He was just riding better today."

For Stevens, the trip to victory lane was especially sweet after a trying 1995 campaign aboard the Yoshimura Suzuki.

"It's really good to be back in the winner's circle," the native Floridian said. "Last year was really tough. I think we're back and I think the Kinko's Kawasaki's working real good. We just need to work a little bit harder so we can win one of these things instead of finishing third. This is the start of a new beginning for me."

DuHamel, the career leader in 600cc Supersport wins with 24, leads the championship table with 36 points (he was awarded an extra point for leading the most laps) after the first of 10 races. Smith is second at 32, with Stevens third with 30.

Five riders contested fifth over the four-lap distance, with Erion Racing's Doug Toland taking the spot in his AMA debut for the Honda-equipped team in his first 600cc Supersport race in five years. Next was Smokin' Joe's Honda's Steve Crevier, also in his AMA debut for a new team, and not happy with his race performance.

Honda Austria's Christian Zwedorn was seventh, thinking wrongly that the two race finishes would be combined, and just ahead of Moto Liberty's Honda-mounted teammates, Jamie Bowman and Gerald Rothman Jr. Ben Bostrom completed the top 10 in his inaugural ride aboard the Zero Gravity Honda.

What there is to report on the first part of the race up to the red flag is that DuHamel was virtually untouchable. After qualifying on the pole with a lap of 1:57.393, well ahead of second-fastest Briguet's 1:58.618, DuHamel was unquestionably the man to beat and, on this day, no one would.

On his first flying lap he ran an unofficial lap 1:58.10, a time none could match in qualifying. Running at that pace and better, DuHamel clicked off the laps, building up a second a lap right up to the red flag.

"That was the plan, to get out front and try to make a break for it," DuHamel said. "We had a good cushion on them for the whole weekend, or two weeks now. We felt pretty confident we could do that so I went out there and pulled the lead up to 10 seconds and was just cruising around. I could see that Mike Smith and Yves Briguet were having a good battle back there (for second and third)."

That was the pair fighting for second, neither holding much of an edge, their personal battle taking them well clear of the lonely Stevens in fourth. Stevens, who'd qualified on the fourth row, had blazed through the field and broken free of Christian Zwedorn, Steve Crevier, and Jamie Bowman on the 14th lap only to see the red flag fly a lap later when Nelson Cardoso crashed in turn one.

The restart was nearly a replay of the earlier race, though DuHamel took a lap to get to the front before clearing out posthaste. Stevens was able to take advantage of the renewed Smith-Briguet duel to join the fight for the final podium spots. Smith led the final lap with Briguet diving past in turn one, with Stevens a close third. The order remained unchanged for the run to and through the chicane, and that's when the drafting began to count.

"Fortunately for me, Briguet caught up to Mike because Mike's bike was running real well," Stevens said. "They were running real well. They started racing and that slowed them down a little bit. That allowed me to catch up. At that point it was a two-man draft (with Smith) and I figured that was the best I was gonna get. Mike had a little bit of steam, both of them were riding good and I just snuck in there for third."

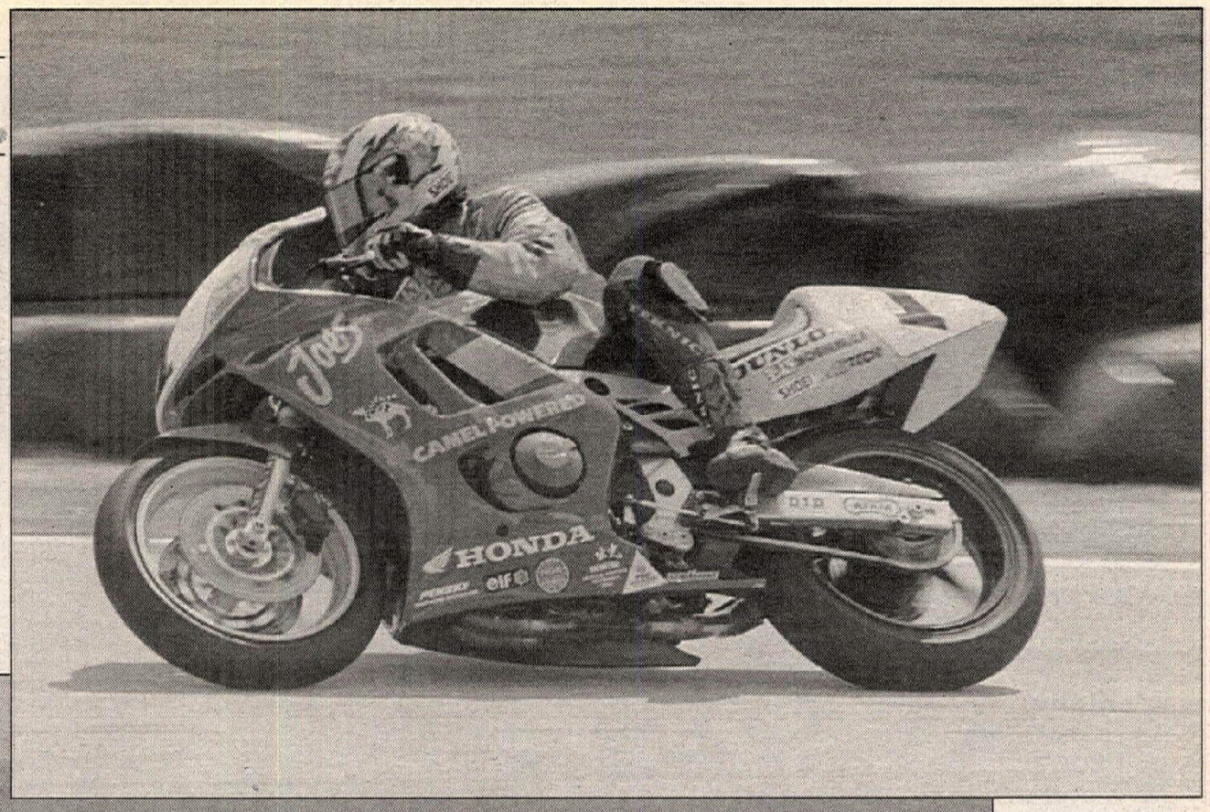
After getting nudged back to fourth, Briguet agreed with Stevens view of the race. "I think we held each other up some so that the number-two bike (Stevens) was able to move in. It was close at the end, but when two bikes work together against one the rider on the lone bike is at a definite disadvantage."

As for Briguet's strategy, the Swiss rider felt hamstrung. "I had no choice but to pass Mike Smith on the final lap. I knew I would have trouble holding him off if I was in front. We were about the same on all the track."

As close as the fight for second was, the spat over fifth was even closer. Four riders moved back and fourth in a pack, the final run to the flag from the chicane again determining the finishing order. Former World Endurance Champion Toland got the nod, with Crevier sixth, then Zwedorn and Bowman.

"Of course, I would really like to be where those other three guys (DuHamel, Smith, Stevens) are right now, but I'm happy," Toland said. "It's all in the start. If you can get a good start on the first lap, you can end up with a good finish."

"On the restart I got caught up in a lot of traffic," Crevier said. "But I think I would have finished about the same place either way. The bike is running well. I'm just not real satisfied with the way I rode." CN



(Right) Miguel DuHamel was simply dominant at Daytona. Now he has to wait to see if his victory will withstand a protest filed by the Muzzy Kawasaki team.

(Left) Mike Smith (68) and Yves Briguet (87) battled throughout the first part of the red-flag interrupted race. In the end it was Smith finishing second with Stevens third and Briguet fourth.

Daytona International Speedway
Daytona Beach, Florida
Results: March 10-16, 1996

PRO HONDA OILS 600cc SUPERSPORT QUALIFYING: 1. Miguel DuHamel (1:57.393); 2. Yves Briguet (1:58.618); 3. Steve Crevier (1:58.945); 4. Doug Toland (1:59.465); 5. Owen Weichel (1:59.642); 6. Ken Melville (1:59.758); 7. Jamie Bowman (1:59.918); 8. Jason Fraser (2:00.064); 9. Mike Smith (2:00.148); 10. Jason Pridmore (2:00.150); 11. Thorvald Saeby (2:00.272); 12. Eric Wood (2:00.471); 13. Gerald Rothman Jr. (2:00.475); 14. Christian Zwedorn (2:00.559); 15. Ben Bostrom (2:00.684); 16. Thomas Stevens (2:00.759); 17. Michael Luke (2:00.992); 18. James Bronson (2:01.406); 19. Matt Wait (2:01.459); 20. Brian Parriott (2:01.523); 21. Jeff Williams (2:01.824); 22. Kevin Rentzell (2:02.045); 23. Jan Hanson (2:02.801); 24. Jim Lester (2:03.265); 25. Shane Clarke (2:03.673); 26. Dustin Sperber (2:03.772); 27. Akiharu Shigeno (2:03.990); 28. Nelson Cardoso (2:04.101); 29. Mathew Guidera (2:04.108); 30. Michael Conlon Jr. (2:04.444); 31. Nigel Robinson (2:04.519); 32. John Scheehser (2:04.588); 33. Christopher Rankin (2:04.620); 34. Reuben Frankenfield (2:04.688); 35. Barry Henson (2:04.719); 36. Richard Glock (2:05.045); 37. Rob Mathews (2:05.385); 38. Pat Mooney (2:05.557); 39. Monte Nichols (2:05.716); 40. Sean Goff (2:05.818); 41. Rich Thorwaldson (2:05.843); 42. Erik Schnackenberg (2:05.995); 43. Jeffrey Curtis (2:06.069); 44. Mike Calderon (2:06.171); 45. Eric Kropp (2:06.205); 46. Ty Howard (2:06.351); 47. Dan Fischer (2:06.754); 48. John Blessed (2:06.808); 49. Micah Stevenson (2:06.832); 50. Kurt Miller (2:07.271); 51. Rick Maron (2:07.296); 52. Scott Landis (2:07.399); 53. Jean-Paul Tache (2:07.434); 54. Steve Blackburn (2:07.464); 55. Roman Frias (2:07.532); 56. Jamie Worthington (2:07.555); 57. Victor Braga (2:07.571); 58. Roy Richardson (2:07.779); 59. Carlos Fabian (2:08.047); 60. David McPherson (2:08.069); 61. Josh Graham (2:08.097); 62. John Schroht (2:08.152); 63. Egon Hesse Lantigua (2:08.757); 64. Harold Winkles (2:08.765); 65. Rod Borsche (2:09.243); 66. Ezzo Ferrara (2:09.473); 67. Gordon Lunde Jr. (2:09.616); 68. Kevin Carlin (2:11.678); 69. Rob Lewis (2:12.904); 70. Harold Hillard (2:13.140); 71. Kurt Marmor (2:13.553); 72. Russell Sampson (2:14.517); 73. Shawn Blackburn (2:16.891); 74. Marshall Dunaway (2:19.432).

PRO HONDA OILS 600cc SUPERSPORT: 1. Miguel DuHamel (Hon); 2. Mike Smith (Kaw); 3. Thomas Stevens (Kaw); 4. Yves Briguet (Hon); 5. Doug Toland (Hon); 6. Steve Crevier (Hon); 7. Christian Zwedorn (Hon); 8. Jamie Bowman (Hon); 9. Gerald Rothman Jr. (Hon); 10. Ben Bostrom (Hon); 11. Matt Wait (Hon); 12. Eric Wood (Kaw); 13. Jeff Williams (Hon); 14. Jason Pridmore (Kaw); 15. Christopher Rankin (Kaw); 16. Thomas Montano (Hon); 17. Rob Mathews (Kaw); 18. Jim Lester (Hon); 19. Matthew Guidera (Hon); 20. Shane Clarke (Kaw); 21. Scott Landis (Kaw); 22. Richard Glock (Hon); 23. John Blessed (Kaw); 24. Jean-Paul Tache (Hon); 25. Josh Graham (Kaw); 26. Rich Thorwaldson (Hon); 27. Gordon Lunde Jr. (Kaw); 28. Pat Mooney (Kaw); 29. Harold Winkles (Hon); 30. Rod Borsche (Hon); 31. Jamie Worthington (Hon); 32. Rick Maron (Kaw); 33. Jon Schroht (Hon); 34. Mike Calderon (Hon); 35. David McPherson (Kaw); 36. Barry Henson (Kaw); 37. Russell Sampson (Kaw); 38. Eric Schnackenberg (Hon); 39. Nelson Cardoso (Hon); 40. Michael Conlon Jr. (Hon); 41. Ken Melville (Hon); 42. James Bronson (Kaw); 43. Dustin Sperber (Hon); 44. Owen Weichel (Kaw).

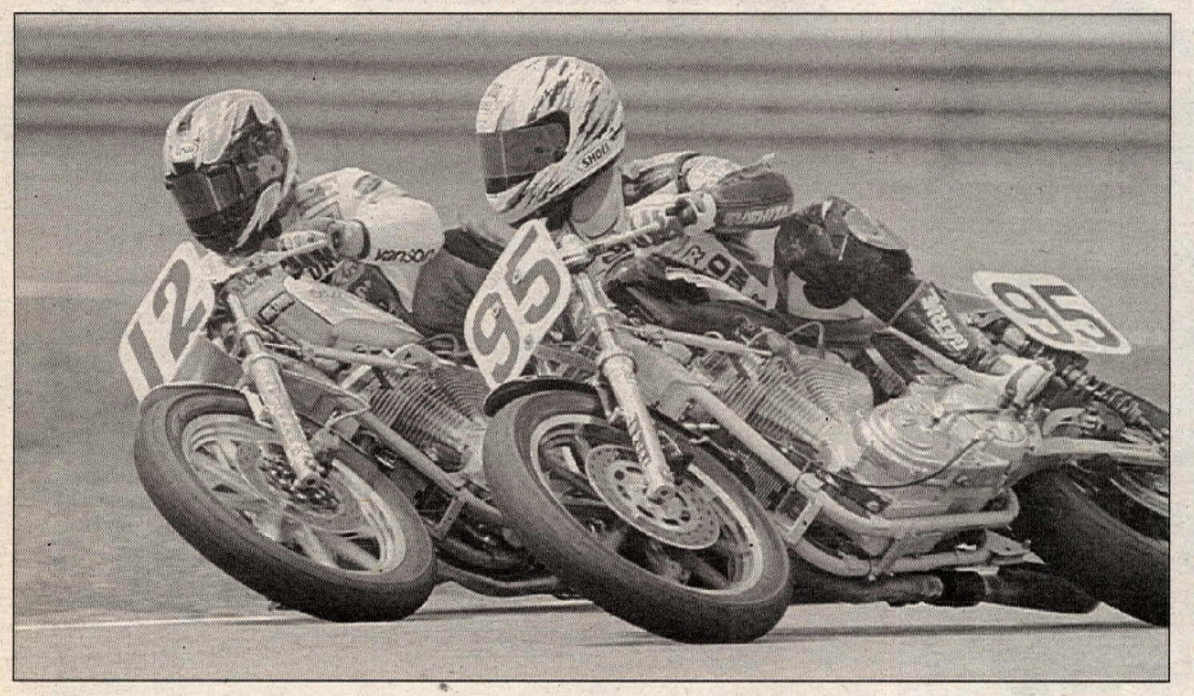
Time: N/A due to red flag
Distance: 18 laps, 64.1 miles.
Average speed: N/A due to red flag
Margin of victory: 3.654 sec.

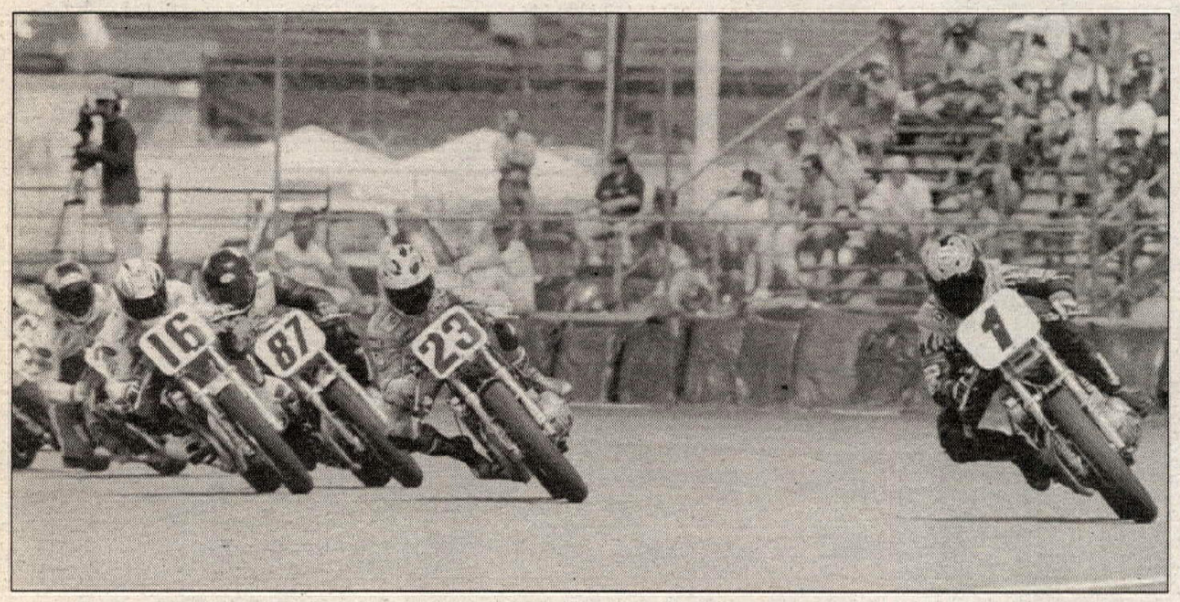
PRO HONDA OILS 600cc SUPERSPORT CHAMPIONSHIP POINT STANDINGS (After one of 10 races): 1. 1. Miguel DuHamel (36/1 win); 2. Mike Smith (32); 3. Thomas Stevens (30); 4. Yves Briguet (28); 5. Doug Toland (26); 6. Steve Crevier (25); 7. Christian Zwedorn (24); 8. Jamie Bowman (23); 9. Gerald Rothman Jr. (22); 10. Ben Bostrom (21); 11. Matt Wait (20); 12. Eric Wood (19); 13. Jeff Williams (18); 14. Jason Pridmore (17); 15. Christopher Rankin (16); 16. Thomas Montano (15); 17. Rob Mathews (14); 18. Jim Lester (13); 19. Matthew Guidera (12); 20. Shane Clarke (11); 21. Scott Landis (10); 22. Richard Glock (9); 23. John Blessed (8); 24. Jean-Paul Tache (7); 25. Josh Graham (6); 26. Rich Thorwaldson (5); 27. Gordon Lunde Jr. (4); 28. Pat Mooney (3); 29. Harold Winkles (2); 30. Rod Borsche (1);

Upcoming rounds:
Round 2 - Pomona, California, April 21
Round 3 - Monterey, California, April 28

Round 1: Daytona International Speedway

The Wait is over





(Above left) Matt Wait (95) rides around the outside of David Estok (12) in the TwinSports final at Daytona. (Above) Wait won. (Left) Scott Zampach led a spirted battle for fourth place.

By Paul Carruthers
Photos by Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 16

Matt Wait is starting to get this winning thing down pat, especially at Daytona International Speedway.

For the fourth race in succession, Wait won a Harley-Davidson 883 race at Daytona, adding this - the opening round of the AMA series - to his NASB victory on March 3 and his two wins, including the World Championship, last October.

As always, the SuperTwins race at Daytona came down to a drafting war on the final run through the tri-oval to the finish line. And, again, it was Wait and his Mitchells' Modesto Harley-Davidson who were in the right place at the right time, narrowly defeating the two Bartels' Harley-Davidsons of Ben Bostrom and Dave Estok.

Okay, so where was Scott Zampach?

The undisputed king of Harley-Davidson 883 racing ended the day fourth, but it was a struggle to get there. Zampach and his Suburban Motors-backed Harley got a bad jump off the line and survived a harrowing incident in the chicane while trying to catch up. Zampach completed the first lap in 12th place, but managed to move back into contention, eventually winning a close race with Nate "Gator" Wait, Matt's younger brother, Chuck Blackmon, class debutante Hikaru Miyagi, Brian Gibbs and Tripp Nobles - with fourth through ninth crossing the line in close formation. Tenth place went to Australian Rob Hermans on his Avon Tires-backed Harley.

The seven-lap final started with Ben Bostrom taking the holeshot from the pole position he earned during qualifying, with Wait, Eric Bostrom, Hermans, Matthew Guidera, Estok and Miyagi all giving chase into the International Horseshoe for the first time. Wait moved to the front on the back straight, but Bostrom grabbed it back heading into the chicane. By this time the top three had already opened a gap on the rest, with Bostrom, Wait and Estok flying in formation around the tri-oval. Zampach, meanwhile, completed the first lap well back in 12th place and with a quicker heart rate.

"I'm a little set back," he explained later. "I'm starting out with a new team - Suburban Motors - but considering the start I had, it isn't that bad. I got a bad start off the line and then I was riding hard on the first lap. I got a great run up the back stretch and I caught up to the first three bikes. I guess I got too good a run because I got into the chicane really fast. With the combination of the green track and the cool tires, I almost went down. Luckily, I collected it, but that's about the scariest thing I've ever done in road racing. That put me back to about 15th place and I spent the rest of the race trying to catch up."

The lead was changing hands several times a lap: Estok led going into the International Horseshoe on the third lap, with Wait leading into the chicane and Estok back in front on the exit. Late in the race, Wait started using a late-braking move into the International Horseshoe, but it would send him wide, allowing the others to come underneath. Still, he was able to get a good drive on the exit so things always equaled out by the time they arrived at the second horseshoe. It was there that Estok was putting on a show.

"I was actually laughing in my helmet watching him (Estok) dirt tracking around the second horseshoe," Wait said later. "It looked awesome."

By the time they started the final lap, Wait was in front of Estok with Bostrom watching from behind.

"There was no doubt in my mind who was gonna lead into the chicane on the last lap," Bostrom said later. "I wanted to come out third. These guys (Wait and Estok) kind of went at each other and I just went through there in third. I knew my motor was going away a little bit, but I figured if I could catch a two-man draft I believed I could get there into second."

He did just that, with Wait holding on to victory - the second of his AMA career and a win that moves him into a tie with Mike Hale for sixth on the all-time TwinSport win list.

Third place went to Daytona local Estok: "I had a great time out there," he said. "Matt (Wait) and Ben (Bostrom) and I were riding great - real safe together and we had a real fun time. I just waited until everybody lets off the brakes, then I go in about another half-second later and lock up the rear wheel and skid it in. Sometimes you don't think you're gonna make it, but you just let go (of the brakes) and throw it in there anyway. That's where I had to make up all my time. I was getting passed on the banking because Matt's bike was running real good on the straightaways. I was trying to get ahead of him enough in the infield to where maybe I could pull a gap. He kept catching my draft and passing me on the straights."

Fourth place went to Zampach, just barely over Nate Wait, though Blackmon thought he'd finished fifth.

"It was really close at the finish line, but I think I got fifth," he said. "It was one of those hold-your-breath-type finishes. I was looking at his wheel (Wait's), and I believe I was six inches ahead. If I did get sixth, then it was still a good race. It's a shame the top three got away early or we might have really had a tight finish. Scott (Zampach) ran off the track on the first lap, so I figured I didn't have to worry about him, but he came back and surprised me there at the end." CN

Daytona International Speedway
Daytona Beach, Florida
Results: March 16, 1996

H-D SUPERTWINS FINAL: 1. Matt Wait; 2. Ben Bostrom; 3. Dave Estok; 4. Scott Zampach; 5. Nate Wait; 6. Chuck Blackmon; 7. Hikaru Miyagi; 8. Brian Gibbs; 9. Tripp Nobles; 10. Rob Hermans; 11. Michael Stoecker; 12. Roger Reiman; 13. Ron McGill; 14. Richie Morris; 15. David Suzuki; 16. Tim Lee; 17. Eric Lacruze; 18. Tom Shields; 19. Yvon DuHamel; 20. Jim Whitaker; 21. Lance Jones; 22. Stephen Vlasblom; 23. Michael Stock; 24. Jon Stauffer; 25. Devin Battley; 26. Thomas Marx; 28. Jess Roeder; 29. Matthew Guidera; 30. Michel Amalric.
Time: 15 min., 47.443 sec.
Distance: 7 laps, 24.92 miles.
Average Speed: 94.689 mph.
Margin of Victory: 0.517 sec.
H-D SUPERTWINS C'SHIP POINT STANDINGS (After 1 of 10 rounds): 1. Matt Wait (36/1 win); 2. Ben Bostrom (32); 3. Dave Estok (30); 4. Scott Zampach (28); 5. Nate Wait (26); 6. Chuck Blackmon (25); 7. Hikaru Miyagi (24); 8. Brian Gibbs (23); 9. Tripp Nobles (22); 10. Rob Hermans (21); 11. Michael Stoecker (20); 12. Roger Reiman (19); 13. Ron McGill (18); 14. Richie Morris (17); 15. David Suzuki (16); 16. Tim Lee (15); 17. Eric Lacruze (14); 18. Tom Shields (13); 19. Yvon DuHamel (12); 20. Jim Whitaker (11); 21. Lance Jones (10); 22. Stephen Vlasblom (9); 23. Michael Stock (8); 24. Jon Stauffer (7); 25. Devin Battley (6); 26. Thomas Marx (5); 27. Eric Bostrom (4); 8. Jess Roeder (3); 29. Matthew Guidera (2); 30. Michel Amalric (1).

Upcoming Rounds:
Round 2 - Pomona, California - April 21
Round 3 - Monterey, California - April 28

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MARCH 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Thursday	2/29	10:00-10:30pm	&	Saturday	3/2	11:30-12:00am
				Tuesday	3/5	2:30-3:00pm
Saturday	3/9	11:30-12:00pm	&	Sunday	3/10	11:30-12:00am
				Tuesday	3/12	3:00-3:30am
Friday	3/15	7:30-8:00pm	&	Saturday	3/16	11:30-12:00pm
				Monday	3/18	2:00-2:30am
				Tuesday	3/19	3:30-4:00pm
Thursday	3/21	10:30-11:00pm	&	Saturday	3/23	2:00-2:30am
				Saturday	3/23	10:30-11:00am
Friday	3/29	10:30-11:00pm	&	Saturday	3/30	11:30-12:00pm
PACIFIC TIME						
Thursday	2/29	7:00-7:30pm	&	Saturday	3/2	8:30-9:00am
			*	Tuesday	3/5	11:30-12:00pm
Saturday	3/9	8:30-9:00am	&	Sunday	3/10	8:30-9:00pm
				Tuesday	3/12	12:00-12:30am
Friday	3/15	4:30-5:00pm	&	Saturday	3/16	8:30-9:00am
				Sunday	3/17	11:00-11:30pm
				Tuesday	3/19	12:30-1:00pm
Thursday	3/21	7:30-8:00pm	&	Friday	3/22	11:00-11:30pm
				Saturday	3/23	7:30-8:00am
Friday	3/29	7:30-8:00pm	&	Saturday	3/30	8:30-9:00am
				Monday	4/1	12:30-1:00am

The whole crew of MotoWorld will be on-location for Bike Week 1996 in it's entirety. From the Gainesville MX season opener to the Daytona 200, participate in the annual pilgrimage to Florida's sun-splashed motorcycle mecca. Plus, see footage from the Houston and Dallas Supercross rounds, and exclusive coverage of the Gilles-Lalay Classic in France – a.k.a. the toughest enduro in the world!

If fun in the sun sounds premature, Jerry's got just the winter fix. Join MW2's prodigal son for Ice Racing at the AMA Amateur Nationals in Northern Michigan (da U.P. ayy?) But that's not all, experience a day in the life of an arenacross trophy girl! Then it's off to the first half of Bike Week – we're going to try to break the record for the most events covered in one show Jerry-style.

MARCH 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	3/10	5:00-5:30pm	&	Monday	3/11	3:00-3:30am
				& Tuesday	3/19	2:00-2:30am
Sunday	3/24	3:00-3:30pm	&	Monday	3/25	3:00-3:30am
PACIFIC TIME						
Sunday	3/10	2:00-2:30pm	&	Monday	3/11	12:00-12:30am
				Monday	3/18	11:00-11:30pm
Sunday	3/24	12:00-12:30pm	&	Monday	3/25	12:00-12:30am

U.S. Supercross Series

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
Seattle, WA	Fri	3/1	12:30-1:30am	& Thur	2/29	9:30-10:30pm
San Diego, CA	Tues	3/12	1:00-2:00am	& Mon	3/11	10:00-11:00pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Atlanta, GA	Fri	3/15	8:00-10:00pm	& Fri	3/15	5:00-7:00pm
Houston, TX	Sun	3/24	3:30-5:30pm	& Sun	3/24	12:30-2:30pm
Irving, TX	Sun	3/31	2:00-4:00pm	& Sun	3/31	11:00-1:00pm

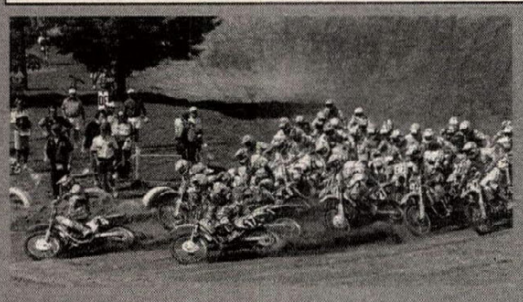
1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Atlanta, GA	Sat	3/16	3:30-5:30pm	& Sat	3/16	12:30-2:30pm
	Tue	3/19	4:00-6:00pm	& Tue	3/19	1:00-3:00pm
	Thur	3/21	12:30-2:30am	& Wed	3/20	9:30-11:30pm
Houston, TX	Wed	3/27	3:00-5:00pm	& Wed	3/27	12:00-2:00pm

AMA Motocross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Gainesville, FL	Thur	3/21	8:30-10:30pm	& Thur	3/21	5:30-7:30pm



World Grand Prix Series

1996 SCHEDULE ON ESPN2

EASTERN TIME	PACIFIC TIME
Beginning in April	

ESPN

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Round 8: Houston Astrodome

The streak continues: Three-time Supercross Champion Jeremy McGrath chalked up his eighth win in a row on the big-air Houston Astrodome track.

By Donn Maeda
Photos by Kinney Jones

HOUSTON, TX, MAR. 16

Eight wins in eight tries.

With half of the 1996 AMA Supercross Series in the record books, the immediate future is beginning to look grim for all but one rider. In the premier 250cc class, no one except three-time Supercross Champion Jeremy McGrath has crossed the finish line in first place, and at the moment, it doesn't look as if that will change any time soon. So far, McGrath has won on every type of track and in every imaginable situation - from the less-technical tracks that were found at the early-season races to the brutal Daytona International Speedway course, and from a clean holeshot getaway to a poor midpack start. It doesn't matter. McGrath has won them all.

This weekend, the course inside the huge Houston Astrodome was described by many riders as the best of the year - technical with lots of air. Steeper takeoff ramps sent the riders flying higher than usual, and a monstrous quad jump separated the men from the boys. McGrath got off to his usual fast start, but the hard-charging duo of Jeff Emig and Ryan Hughes brought the crowd to its feet as they pushed their way past the champ. Just when it looked as if McGrath might have a race on his hands, however, the Kawasaki teammates ran into each other and crashed out of contention. McGrath was polite enough to mutter a "Thank you" inside his helmet as he raced past and on to what would be another comfortable win.

"The way I look at is this - Daytona was the big race that was going to be hard for me to win," said McGrath, who continued to pull further ahead on the all-time win list with his record-extending 37th career win. "Now that I've got that one behind me, the rest are easy. I'm just taking it race by race. Can I win them all? Who knows? But if these guys keep knocking each other down like that, maybe so."

With the early-race demise of Emig and Hughes, McGrath was pressured next by the third Kawasaki rider, Damon Huffman. The two-time Western Regional 125cc Champion did his best to duplicate his Seattle performance and pass the champ, but little mistakes allowed McGrath to inch away at a steady rate. In the end, Huffman was three seconds adrift.

"I was trying to stay on him, but I was making little mistakes," said Huffman. "I think Jeremy was faster in the little triple before the finish-line jump. He seemed to gain there, and I also wasn't able to do the quad every lap when we started lapping riders."

After his tangle with Emig, Hughes remounted quickly and set a torrid pace as he sliced his way back up through the pack. The super-aggessive rider was visibly less energetic after his spill, but still managed to race home third with relative ease. Of his encounter with Emig, Hughes said, "I was charging through the whoops really fast and Emig left an opening on the inside. Then he cut over and I was going too fast to keep from hitting him. It wasn't intentional, it was just one of those things."

Emig, on the other hand, didn't see it that way. After being flung off his bike when Hughes ran into his rear wheel, Emig dusted himself off and could only salvage eighth.

"You know, we as a team are working real hard to beat Jeremy McGrath," said Emig. "Kawasaki is the only team who seems to have a good chance at beating him, and we seem to be getting closer every week. Tonight, two of us were beating him, but we both ended up on the ground. What good is trying so hard if Ryno is going to do stuff like that?"

Fourth went to Suzuki's Ezra Lusk. The former Eastern Regional 125cc Champion was the only rider other than Emig and McGrath to lead the pack across the start/finish line, as he was the immediate benefactor of the Emig/Hughes tangle and took over the lead when McGrath was forced to take evasive action. Lusk held off McGrath for only one lap, but managed to fend off everyone else, with the exception of Huffman and Hughes, for the remainder of the race. Lusk's fourth-place ride matches his finish at this year's Seattle Supercross, and the shy Georgian feels as if he is slowly but surely making good progress.

"I bruised my tailbone at the Atlanta race and haven't ridden for three weeks," said Lusk. "I felt good tonight, but I need to work on my conditioning a little. I'm starting to feel better and better on a 250. All I need is more strength."

Yamaha's Damon Bradshaw rounded out the top five with a somewhat lonely ride. "I felt good, but not great," said Bradshaw. "I got a bad start and didn't get to run with the leaders, but I can't complain."

With eight races down and seven to go, McGrath boasts a perfect score of 200 points. Huffman is second with 146, while Emig trails with 124. At this point, McGrath could spend the next two weekends relaxing at Lake Havasu and still easily maintain the series point lead.

In the combined Eastern and Western Regional 125cc final, Yamaha's Kevin Windham made a triumphant return from injury and absolutely waxed the field. The personable Louisiana rider was the only 125cc pilot to clear the quad jump, and he used it to stretch his lead to over 20 seconds at the finish. Though he missed the San Diego round with a broken collarbone, Windham entered the race tied for the Western Regional Series point lead with Suzuki's James Dobb. Needless to say, Windham emerged with a firm grasp on the Western Series point lead.

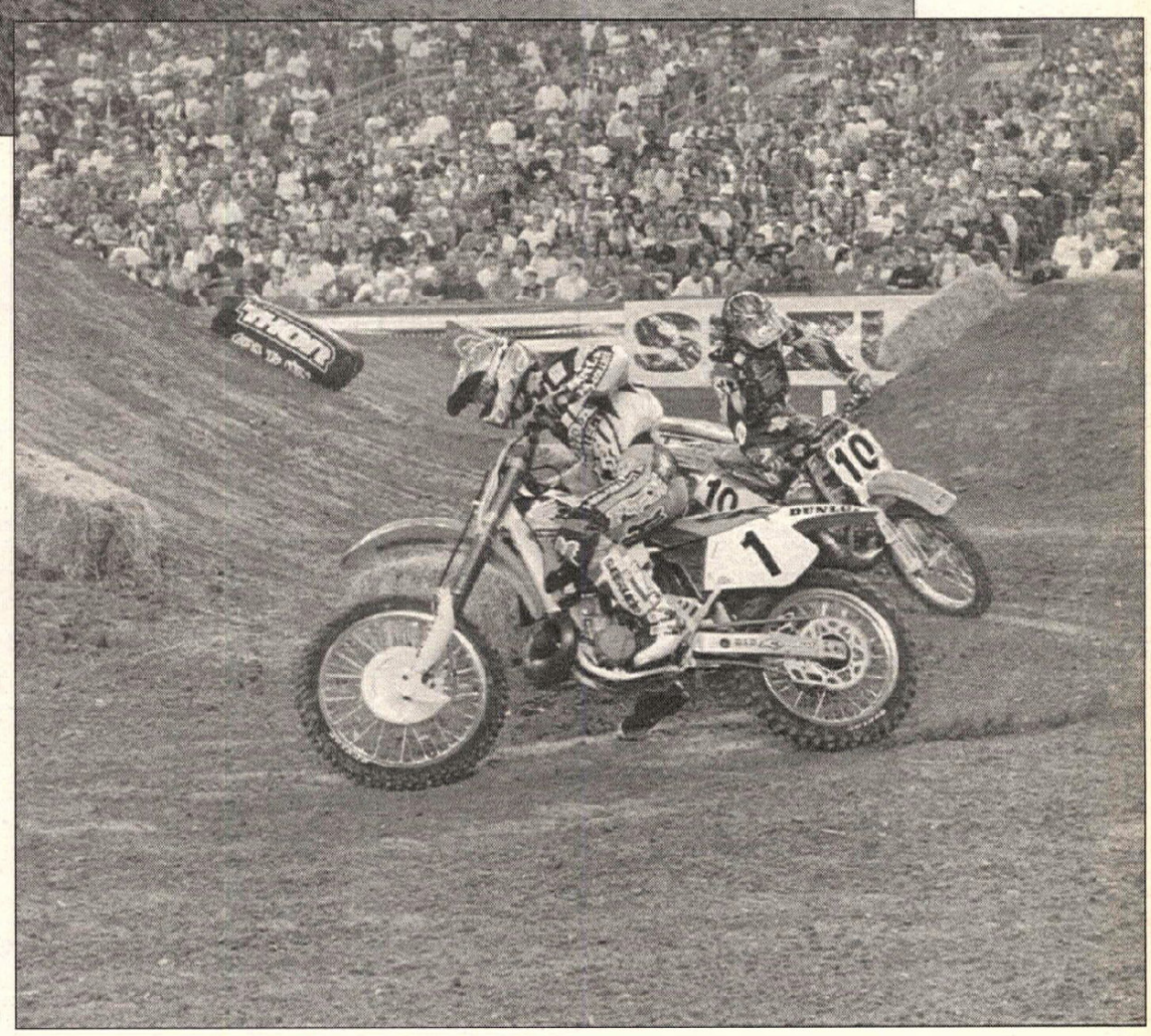
"I knew that if I could get a good start and clear the quad on the first lap it would give me a good advantage at the start," said Windham, who did exactly that. "Once I got out front I never saw anyone. I was able to get over that jump every lap, and I just kept pulling away."

Second went to Eastern Regional 125cc Champion Mickael Pichon. The Team SplitFire/Pro Circuit/Kawasaki rider suffered a mediocre start and was never able to mount a challenge for the lead.

"I got a bad start and Windham got the holeshot," said Pichon, who actually managed to beat Windham in their heat race. "I could have beaten him if I started with him."

Rounding out the top three was Windham's teammate and current Eastern Regional Series point leader John Dowd. The popular 30-year-old nailed the holeshot and had no problems holding on to third.

Windham leads Dobb - seventh in Houston - in the Western point standings, 75-69, while Dowd leads Pichon in the East, 107-96.



(Left) A glimmer of hope: Kawasaki teammates Jeff Emig (2) and Ryan Hughes (5) passed Jeremy McGrath (1) early in the main, but would take each other out a few turns later. Here, Hughes stuffs his way past McGrath for second.
(Below) With Emig and Hughes' demise, McGrath went on to score a comfortable win ahead of runner-up Damon Huffman (10).

250cc

Lusk nailed the holeshot in the first eight-lap heat race and was never headed as he raced off with a comfortable win. Bradshaw held down the runner-up spot initially, but bobbled hard in the whoops and would eventually finish fifth, not good enough for a direct transfer. Emig started fifth and battled with Honda of Troy/Sinisalo's Larry Ward and Brian Swink en route to second, but the fastest rider on the track was Huffman. After suffering a 14th-place start, Huffman went to work quickly and motored through the field with relative ease. The graceful Kawasaki rider would end up third, while Swink nabbed the fourth and final transfer position.

McGrath timed the gate perfectly in the second heat race, and chances are high that the rest of the field let out a collective groan. As expected, McGrath scored an uncontested win. Three-time World Champion Greg Albertyn was second off the line, but the South African would last less than one lap as he lost control of his Suzuki and jumped off his bike over the quad jump. Miraculously, no one landed on or ran over Albertyn, but he was too shaken to continue. Hughes took over where Albertyn left off and held down second for the duration. The hard-charging Kawasaki rider stayed within 10 bike lengths of McGrath throughout the eight-lap race. Steve Lamson was a distant third, the Honda/1-800-Collect rider turning a steady ride that brought him home two seconds ahead of Suzuki's Mike LaRocco.

Bradshaw came home the winner in the first six-lap semi after passing early leader Ward, who held on to finish second. PJ1/Xtreme/Atomic 22/Burnsville Yamaha rider Jimmy Button came through the pack to earn third, while his teammate Shaun Kalos and Great Western Bank's Phil Lawrence rounded out the top five who would transfer to the main. Yamaha's Doug Henry ran as high as third, but pulled off with front brake problems.

Honda of Troy/Sinisalo's Mike Brown turned in a start-to-finish romp in the second semi, leading Great Western Bank's Denny Stephenson and Buddy Antunez across the finish line. Nichols Suzuki rider Jeff Hedden and BSY Racing's Gene Naumec rounded out the top five. Hedden was mounted aboard a '95 Suzuki RM250.

Henry's mechanic Pete Steinbrecher remedied his front brake problems in time for the LCQ, and the two-time 125cc National Champion scored an easy win. KTM's Kevin Crine was second, and would score the last ticket to the main event.

Lusk nailed the holeshot at the start of the main event and led Emig, Huffman, Hughes and McGrath through the first turn. Things got wild in the whoop section immediately following the first turn and Lusk dropped to fourth behind Emig, McGrath and Hughes. McGrath waited only a few more turns to make his bid for the lead, and squeezed inside Emig in a left-hander following the quad jump. It was a masterful pass that caught Emig by surprise.

"I came up a little bit short on the quad, and Jeremy took advantage of that," said Emig. "That's what makes him so good. He knows exactly when to take advantage of your mistakes."

Emig would not give up easily, though, and on the next lap blasted past McGrath in the left-hander preceding the whoops. McGrath retaliated in the whoops and dived underneath his rival in the following turn, and the duo flew over the next triple jump side by side. McGrath looked over at Emig in midair, and that seemed to light a fire under the Kawasaki rider as he stuffed McGrath hard in the following right-hander and retook the lead.

While Emig and McGrath scrapped for the lead, Hughes was slowly but surely closing back in on the lead pair and surprised everyone by stuffing his way past McGrath in the turn following the whoops on the third lap. Caught off guard by Hughes, McGrath lost his balance and almost went down.

"I was coming back down from the turn and I saw Hughes coming at me," said McGrath. "I had to straighten up real quick and I lost my balance for a moment. It was a good pass, though."

But just as things were beginning to look good for the Kawasaki team, all hell broke loose. Hughes got an exceptional drive in the second set of whoops and dived for the inside line in the following left-hander, but found Emig already there. The two made contact in a big way, and Emig was spit off his bike and down to the stadium floor below. Hughes also went down but was able to recover quickly and return to the race in fifth.

"Jeff went wide, and I went for the inside," said Hughes. "Then he came all the way across the track and cut right in front of me. We touched and both went down. That's what I'm sticking to."

Emig was slow to remount after his arm-flapping trip off the track: "I think I hit my jaw on something," Emig said. "It's really sore. "I just wasn't that strong tonight - I've been sick since the Thursday before Daytona. We were in a good position to beat McGrath tonight, but that's not going to happen with Ryno doing what he's doing."

When the Kawasaki teammates collided, McGrath was forced to swerve wide in order to avoid being taken down, and Lusk managed to slip into the lead.

"I almost hit Ryno's back tire," said McGrath. "When those guys took each other out I was like, 'Thank you,' inside my helmet. Then Yogi got by me, but I'm a lot more comfortable with him in the lead than Emig or Hughes."

McGrath waited only half a lap to pass Lusk before blasting past him in the whoops. Lusk went high in the following corner and was nearly cleaned off his machine by a hard-charging Huffman.

"I messed up a little in the turn after the whoops," said Lusk. "Me and Damon made contact pretty good. I'm lucky that I didn't go down. That's what I love about racing. It was exciting out there, and I had a great seat for all the action."

When Huffman took over second, many expected a repeat of the Seattle McGrath/Huffman duel.

"When I saw Ryno pass McGrath I was all, 'Yeah!' but then Emig came across the track and they both crashed," said Huffman. "When I got into second I felt okay, but I was making little mistakes that let Jeremy get away."

Huffman's biggest mistake came on the seventh lap in the whoops. Although it looked as if he was actually faster than McGrath in the whoop section, Huffman found himself out of control on lap seven and flew off the track momentarilly.

"The track was slipery tonight, a little glassy," said Huffman. "My line in the whoops was on the right, up against the hay bales. I almost hit about five hay bales before I finally went off the track."

Huffman's mistake allowed McGrath to pull out a three-second gap, but his cushion would not get any bigger than that. Huffman maintained the same pace as McGrath to the end, and crossed the finish line three seconds behind.

Hughes muscled his way back into third by the sixth lap, but he was unable to advance any further. At one point he appeared to be closing on Huffman, but his early-race crash took it's toll in the end.

"I just ran out of energy," said Hughes. "When Jeff and I hit, I lost a lot of

Round 8: Houston Astrodome

(Above) Suzuki's Ezra Lusk (34) nailed the holeshot at the start of the main event and would end up fourth. Jeff Emig (2), Damon Huffman (10) and Phil Lawrence (13) made up a green wave behind Lusk's yellow Suzuki.
(Left) A heel-clicker by the butt-kicker: Kevin Windham returned from a broken collarbone and romped away with a convincing win in the combined Eastern/Western Regional 125cc main.

steam that I could have saved for later in the race. I felt like shit when we went down, but neither of us were really at fault. It just happened."

Lusk rode a steady race that brought him home fourth. The Suzuki rider scrapped with Hughes for several laps before giving up third, and rode a relatively lonely race after that.

Bradshaw started the race 10th and worked up to fifth by the sixth lap. With that, however, his charge toward the front was finished, and he crossed the finish line three seconds behind Lusk.

"This track was a little hard to make up time on, but it was a good track," said Bradshaw. "I got to turn one pretty good, but I was on the inside and I got pinched off."

LaRocco, Lawrence, Emig, Ward and Swink rounded out the top 10. As usual, Lawrence was the highest-placing privateer.

"I got to the first turn good, but I was on the outside and everyone came up into me," said the Great Western Bank rider. "I rode bad in my heat and semi, but I felt better in the main. I was battling with LaRocco for a while, but I should have beat him."

Lamson was credited with last place after he crashed hard on the fifth lap and retired. The reigning 125cc National Champion had just moved into fourth place when he cased a small jump entering a turn.

"I cased it and the bike swapped left, then right," said Lamson. "Then the front end washed out and I went down. My foot slammed into the ground and my leg went numb up to my knee."

125cc

Dowd grabbed the holeshot at the start of the 15-lap main event and led Windham, Chaparral's Mike Brandes, heat-one winner Tim Ferry and Suzuki of Winston-Salem rider Nathan Ramsey into turn one. Heat-two winner Pichon was mired in the pack at the start and rounded turn one in ninth.

Windham wasted little time and went to work early, pulling alongside Dowd and bouncing into the lead in the first whoop section.

"I figured it was now or never," said Windham of his pass on his elder teammate. "I wanted to get out front so I could jump the quad."

With that, Windham waved goodbye to the rest as he immediately began to pull away.

His lead was four seconds by lap two, eight by lap six, and so on. In the end, Windham enjoyed a 16-second lead, more than enough time for him to pull of a crowd-pleasing heel-clicker on the final lap.

After starting poorly, Pichon moved through the pack quickly and was breathing down Ferry's neck for third by lap four. Ferry handed Pichon the position when he spun out before a triple jump and hit the deck.

"I think I clipped a hole or something," said Ferry. "I felt great until then, much better than I have at the past couple races."

Pichon then set out after Dowd, and after stalking him for three laps, made his move in a multiple double-jump section of the course. By then, however, Windham was long gone and Pichon was forced to settle for a distant second. The reigning Eastern Regional Champion has yet to beat Windham, and he was visibly upset after the race.

"I got a bad start and could do nothing about Windham," he said. "I know that I can beat him. Windham has no pressure on him. James Dobb is his only competition, and he's no pressure. I have pressure. I have Ferry and Dowd."

After succumbing to Pichon, Dowd had no problems holding down third. Ramsey was a very distant fourth, while Chaparral's Greg Schnell and Kawasaki Team Green's Robbie Skaggs rounded out the top five at a distance. CN

Houston Astrodome
Houston, Texas
Results: March 16, 1996

125 HEAT 1 (6 laps, top 9 transfer): 1. Mickael Pichon (Kaw); 2. Kevin Windham (Yam); 3. Greg Schnell (Suz); 4. Kim Ashkenazi (Hon); 5. Tommy Clowers (Suz); 6. Barry Carsten (Suz); 7. Davey Yezek (Suz); 8. Cory Keeney (Yam); 9. Shaun Perolio (Kaw); 10. Jason Frenette (Kaw); 11. Pedro Gonzalez (Hon); 12. Chad Kresge (Suz); 13. Ryan Huffman (Hon); 14. Brandon Lacey (Suz); 15. Jeff Curry (Kaw); 16. Steve Andrich (Suz); 17. Travis Hodges (Kaw); 18. Jeff Hedden (Suz); 19. James Eikel (Yam); 20. Brian Deegan (Hon).
Time: 6 min., 13.31 sec.

125 HEAT 2 (6 laps, top 9 transfer): 1. Timmy Ferry (Suz); 2. John Dowd (Yam); 3. Mike Brandes (Suz); 4. Cameron Taylor (Hon); 5. Scott Sheak (Suz); 6. Nathan Ramsey (Suz); 7. Rusty Holland (Kaw); 8. Donald Upton (Hon); 9. Robbie Skaggs (Kaw); 10. Jeff Willoh (Hon); 11. Shane Trittler (Suz); 12. Tony Lorusso (Hon); 13. Brian Stone (Kaw); 14. Scott Carter (Hon); 15. Jason McCormick (Kaw); 16. James Dobb (Suz); 17. Ryan Terlecki (Hon); 18. Mike Katin (Hon); 19. Ryan Clark (Suz); 20. Jim Neese (Hon).
Time: 6 min., 20.45 sec.

125 LCQ (4 laps, top 4 transfer): 1. Pedro Gonzalez (Hon); 2. Jason McCormick (Kaw); 3. James Dobb (Suz); 4. Brian Stone (Kaw); 5. Jason Frenette (Kaw); 6. Tony Lorusso (Hon); 7. Brandon Lacey (Suz); 8. Jeff Curry (Kaw); 9. Ryan Huffman (Hon); 10. Ryan Terlecki (Hon); 11. Ryan Clark (Suz); 12. Jim Neese (Hon); 13. Shane Trittler (Suz); 14. Mike Katin (Hon); 15. Scott Carter (Hon); 16. James Eikel (Yam); 17. Jeff Hedden (Suz); 18. Steve Andrich (Suz); 19. Travis Hodges (Kaw); 20. Jeff Willoh (Hon); 21. Chad Kresge (Kaw); 22. Brian Deegan (Hon).
Time: 4 min., 20.07 sec.

EASTERN/WESTERN REGIONAL 125cc MAIN EVENT (15 laps): 1. Kevin Windham (Yam); 2. Mickael Pichon (Kaw); 3. John Dowd (Yam); 4. Nathan Ramsey (Suz); 5. Greg Schnell (Suz); 6. Robbie Skaggs (Kaw); 7. James Dobb (Suz); 8. Scott Sheak (Suz); 9. Cory Keeney (Yam); 10. Kim Ashkenazi (Hon); 11. Tim Ferry (Suz); 12. Jason McCormick (Hon); 13. Shaun Perolio (Kaw); 14. Tommy Clowers (Suz); 15. Donald Upton (Hon); 16. Cameron Taylor (Suz); 17. Mike Brandes (Suz); 18. Davey Yezek (Suz); 19. Brian Stone (Kaw); 20. Barry Carsten (Suz); 21. Rusty Holland (Kaw); 22. Pedro Gonzalez (Hon).
Time: 15 min., 49.24 sec.

EASTERN REGIONAL 125cc SUPERCROSS SERIES POINT STANDINGS (After 5 of 12 rounds): 1. John Dowd (107/1 win); 2. Mickael Pichon (96/2); 3. Tim Ferry (83); 4. Nathan Ramsey (64); 5. (TIE) Cory Keeney/Brian Deegan (54); 7. Scott Sheak (49); 8. (TIE) Jeff Curry/Jim Neese (43); 10. Davey Yezek (39); 11. Robbie Skaggs (35); 12. Tommy Clowers (34); 13. Barry Carsten (29); 14. Shaun Perolio (28); 15. Charley Bogard (22); 16. (TIE) Anthony Pocorobba/Tony Lorusso (21); 18. David Kratz (12); 19. Ty Davis (9); 20. Mike Treadwell (7).

WESTERN REGIONAL 125cc SUPERCROSS SERIES POINT STANDINGS (After 4 of 7 rounds): 1. Kevin Windham (75/3 wins); 2. James Dobb (69); 3. Greg Schnell (61); 4. Kim Ashkenazi (53); 5. Mike Brandes (49); 6. Jeff Willoh (37/1); 7. David Vuillemin (34); 8. Pedro Gonzalez (31); 9. David Pingree (30); 10. Rusty Holland (27); 11. Casey Johnson (17); 12. (TIE) Cameron Taylor/Travis Preston (16); 14. Mike Metzger (15); 15. Ryan Clark (14); 16. Jason McCormick (13); 17. (TIE) Dustin Nelson/Shane Trittler (12); 19. Travis Hodges (11); 20. Steve Andrich (9).

250 HEAT 1 (8 laps, top 4 transfer): 1. Ezra Lusk (Suz); 2. Jeff Emig (Kaw); 3. Damon Huffman (Kaw); 4. Brian Swink (Hon); 5. Damon Bradshaw (Yam); 6. Larry Ward (Hon); 7. Phil Lawrence (Kaw); 8. Doug Henry (Yam); 9. Jimmy Button (Yam); 10. Cliff Palmer (Suz); 11. Shaun Kalos (Yam); 12. Kevin Crine (KTM); 13. Todd DeHoop (Suz); 14. Takateru Atsuta (Hon); 15. Jim Povolny (Kaw); 16. Heath Voss (Hon); 17. Brandon Lacey (Suz); 18. Scott Carter (Hon); 19. Barry Carsten (Suz); 20. Shaun Perolio (Kaw).
Time: 8 min., 10.19 sec.

250 HEAT 2 (8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Ryan Hughes (Kaw); 3. Steve Lamson (Hon); 4. Mike LaRocco (Suz); 5. Mike Brown (Hon); 6. Buddy Antunez (Kaw); 7. Denny Stephenson (Kaw); 8. Jeff Hedden (Suz); 9. Rich Taylor (Hon); 10. Tony Zachaias (Kaw); 11. Jim Chamberlain (Hon); 12. John Hedden (Suz); 13. Lars Larsson (Hon); 14. Gene Naumec (Yam); 15. Andrew Catanzaro (Hon); 16. Davey Castillo (Kaw); 17. Brian Stone (Kaw); 18. Doug Stone (Kaw); 19. Greg Albertyn (Suz); 20. Jeff Dement (Hon).
Time: 7 min., 59.00 sec.

250 SEMI 1 (6 laps, top 5 transfer): 1. Damon Bradshaw (Yam); 2. Larry Ward (Hon); 3. Jimmy Button

(Yam); 4. Shaun Kalos (Yam); 5. Phil Lawrence (Kaw); 6. Cliff Palmer (Suz); 7. Todd DeHoop (Suz); 8. Kevin Crine (KTM); 9. Doug Stone (Hon); 10. Heath Voss (Hon); 11. Scott Carter (Hon); 12. Jim Povolny (Kaw); 13. Doug Henry (Yam); 14. Brandon Lacey (Suz); 15. Barry Carsten (Suz); 16. Shaun Perolio (Kaw).
Time: 6 min., 14.23 sec.

250 SEMI 2 (6 laps, top 4 transfer): 1. Mike Brown (Hon); 2. Buddy Antunez (Kaw); 3. Denny Stephenson (Kaw); 4. Jeff Hedden (Suz); 5. Gene Naumec (Yam); 6. Tim Zacharias (Kaw); 7. Davey Castillo (Kaw); 8. Jim Chamberlain (Hon); 9. Anthony Catanzaro (Hon); 10. Lars Larsson (Hon); 11. Doug Stone (Kaw); 12. Brian Stone (Kaw); 13. Rich Taylor (Hon); 14. Jeff Hedden (Suz); 15. Greg Albertyn (Suz); 16. Jeff Dement (Hon).
Time: 6 min., 12.26 sec.

250 LCQ: 1. Doug Henry (Yam); 2. Kevin Crine (KTM); 3. Cliff Palmer (KTM); 4. Todd DeHoop (Suz); 5. Barry Carsten (Suz); 6. Rich Taylor (Hon); 7. Heath Voss (Hon); 8. Tony Zacharias (Kaw); 9. Takateru Atsuta (Hon); 10. Jim Povolny (Kaw); 11. Jim Chamberlain (Hon); 12. Anthony Catanzaro (Hon); 13. Lars Larsson (Hon); 14. Scott Carter (Hon); 15. John Hedden (Hon); 16. Doug Stone (Kaw); 17. Davey Castillo (Kaw); 18. Brian Stone (Kaw); 19. Brandon Lacey (Suz); 20. Greg Albertyn (Suz); 21. Jeff Dement (Hon); 22. Shaun Perolio (Kaw).
Time: 6 min., 18.21 sec.

250 MAIN (20 laps): 1. Jeremy McGrath (Hon); 2. Damon Huffman (Kaw); 3. Ryan Hughes (Kaw); 4. Ezra Lusk (Suz); 5. Damon Bradshaw (Yam); 6. Mike LaRocco (Suz); 7. Phil Lawrence (Kaw); 8. Jeff Emig (Kaw); 9. Larry Ward (Hon); 10. Brian Swink (Hon); 11. Doug Henry (Yam); 12. Jimmy Button (Yam); 13. Mike Brown (Hon); 14. Kevin Crine (KTM); 15. Buddy Antunez (Kaw); 16. Shaun Kalos (Yam); 17. Denny Stephenson (Kaw); 18. Gene Naumec (Yam); 19. Jeff Hedden (Suz); 20. Steve Lamson (Hon).
Time: 20 min., 23.79 sec.

AMA SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS (After 8 of 15 rounds): 1. Jeremy McGrath (200/8 wins); 2. Damon Huffman (146); 3. Jeff Emig (124); 4. (TIE) Damon Bradshaw/Mike LaRocco (119); 6. Ryan Hughes (110); 7. Steve Lamson (107); 8. Phil Lawrence (104); 9. (TIE) Ezra Lusk/Brian Swink (86); 11. Michael Craig (79); 12. Mike Brown (62); 13. Larry Ward (60); 14. (TIE) Jimmy Button/Kyle Lewis (52); 16. Greg Albertyn (35); 17. (TIE) Jeff Dement/Buddy Antunez (31); 19. (TIE) Mickael Pichon/Larry Brooks (30).

Upcoming Rounds:
Round 9 - Dallas, TX, March 23
Round 10 - Indianapolis, IN, March 30

(Left to right) Winner Kevin Windham, runner-up Mickael Pichon and third-placed John Dowd after the 125cc main event.

Briefly...

For his win, **Jeremy McGrath** pocketed a $5000 share of the $30,200 250cc-class purse. Eastern/Western Regional 125cc main winner **Kevin Windham** went home with $2000 of the $10,200 class purse. A crowd of 37,847 spectators showed up for the event.

Hometown favorite **Jeff Dement** crashed hard over a huge quad jump during Saturday afternoon's practice session and was unable to compete. The Honda of Houston/Re Claim rider suffered knee and shoulder injuries and was transported to the hospital. "His bike bogged before the jump," reported Dement's father. "He hit so hard that his knee brace hit him in the face. His helmet visor was smashed into little pieces, and his face was pretty banged up too."

Team Honda of Troy/Sinisalo rider **Mike Craig** was a no-show at Houston, as his broken lower leg is still not 100-percent. "Mike rode for the first time last Monday," reported team suspension technician Danny Betley. "I hear that he's fine if he lands everything perfect, but if he cases out it hurts him." Craig hopes to be back in action at the Dallas round.

When asked how he liked working out of the new **Team Suzuki semi**, Tim Ferry's mechanic **Lee McCollum** chuckled and replied, "Well, let's just say that so far, I'm not a big fan of flying to the races. So far, this is the first race that I've flown to, and the airlines lost my luggage and toolbox." Luckily, McCollum's baggage found its way to him before race day.

After the afternoon practice sessions, **Jason Bonham** and his band played for the riders in the pits. The son of the late Led Zeppelin drummer Jon Bonham, Jason is a longtime dirt bike enthusiast. The younger Bonham has also been a longtime friend of Team Suzuki's **James Dobb**.

Michael Brandes showed up at Houston as the newest member of the **Chaparral Race Team** and finished 17th aboard his Suzuki RM125. "I found out on Thursday morning before I left for Houston that this deal went through," said Brandes. Team Manager **Larry Brooks** reported that the plans for Brandes to join the privateer squad have been in the works for some time, but were accelerated when he was injured at the Daytona Supercross. "I was running up in the top 10 and I crashed near the end of the race and broke my right arm," said Brooks. "They put plates and screws in it, and I should be able to ride by Hangtown. The deal we have with our sponsors is to field a three-man team, so this worked out perfect with Brandes."

Robert Reynard Sr. reports that **Robbie Reynard** is mending up quickly, following his back-breaking crash at a preseason arenacross. "Robbie just started riding last week," said the elder Reynard. "The doctors gave him his release, and he's been riding every day since then. He hasn't lost any speed. He still looks real good. At the 20-minute mark his arms pumped up, so that's what he needs to work on." Reynard hopes to be back in action for the Hangtown 125cc National in Sacramento, California.

In Robbie Reynard's absence, six-time Australian National MX Champion **Kim Ashkenazi** will continue to race his Bill's Pipes-prepared Honda CR125. Ashkenazi will remain a permanent member of the squad when Reynard returns to action, and the team will field three riders: Reynard, Ashkenazi and Mexican National Champion Pedro Gonzalez.

In his first race back from a broken collarbone, **Kevin Windham** opted to leave his Fox Roost-2 chest protector in the Yamaha semi. "It sat on my collarbone funny when I first started to ride again, and I've been riding without it since then," said Windham. "Alley (Semar, Windham's mechanic) says that I look faster and more fluid without it, anyway, so I probably won't be wearing it anymore." No one who saw Windham destroy the 125cc main event would disagree.

Kevin Windham was happy to be back in action at Houston. "I went and watched at the Gainesville National, and I wanted to kick myself in the face for not racing," said Windham. "When I was there I was wishing that I could have raced, but I guess it was better that I didn't in the long run. At Gainesville I would say that I would have been race-ready, but not crash-ready." When asked how it felt to still have the Western Regional 125cc Supercross Series point lead, in spite of missing a round with an injury, Windham simply replied, "It's pretty unbelievable."

Team Suzuki's **Tim Ferry** looked much better in his heat race than he has in recent weeks. "I felt a lot better tonight," said Ferry, who won the first 125cc heat race. Unfortunately, Ferry spun out in the main event while battling with Mickael Pichon, and was unable to re-enter the race track until almost the entire field had raced past. Still, he recovered to finish 11th. For the first time this season, Ferry wore a set of burgundy JT gear. "I've been wearing red and yellow all year, and I thought maybe that stuff was bad luck or something," said Ferry. "I guess the new stuff worked in the heat, but not in the main."

Englishman **James Dobb** gets the Iron Man Award at Houston. Dobb crashed hard during the afternoon practice sessions and suffered a fractured jaw, yet still managed to race and finish a respectable seventh in the combined Eastern/Western Regional 125cc main event. "I have 17 stitches inside my mouth," said Dobb, as he wiggled several loose teeth with his finger. "The doctors believe that I have a fracture in my jaw. It hurt when I landed from every jump. That's why I rode poorly." Dobb maintains second in the Western Series point standings.

Team SplitFire/Pro Circuit/Kawasaki's **Casey Johnson** was a no-show in the 125cc class, as the Kawasaki Team Green member was instead competing at the Grand National Championships at Lake Whitney, Texas. "Casey is still officially a Team Green rider," said Pro Circuit's Jim "Bones" Bacon. "The big amateur races are in his contract, but he could have skipped them if he was doing well enough in the point standings." Johnson topped several of the Pro classes at Whitney.

And speaking of **Jim "Bones" Bacon**, the Pro Circuit suspension technician spent the week prior to the Houston race at the Lake Whitney Cycle Ranch, helping the amateur racers dial in their machines. "It was about a four-hour drive up to Houston, but I decided to drive an hour to Dallas and fly the rest of the way," said Bacon. "It still ended up being a four-hour trip, but the plane ride was definitely more relaxing."

San Diego 125cc main-event winner **Jeff Willoh** failed to make the main event at Houston. The Honda of Troy/Sinisalo team rider was one of only a handful of 125cc pilots to clear the huge quad jump, but he was sidelined in the LCQ when he jumped off his bike in the air over a smaller double jump and landed square on his butt. At Houston, Willoh debuted a new look, similar to his HoT teammate Brian Swink's - a shaved head.

May 28 will be a big day for the factory Yamaha team, as **Doug and Stacy Henry** are **expecting** their first child. "We've known since about November," said Stacy. "I found out when Doug was in California testing, so I had a singing telegram sent to him at the St. Louis airport when he was flying home. She sang rock-a-bye-baby to him as they were running to his connecting gate." Coincidentally, May 28 is the same day that **John Dowd** and his girlfriend **Tricia Dudre** are set to be **married**. "We've been engaged for about six months or so," said Dowd. "It'll be cool being married."

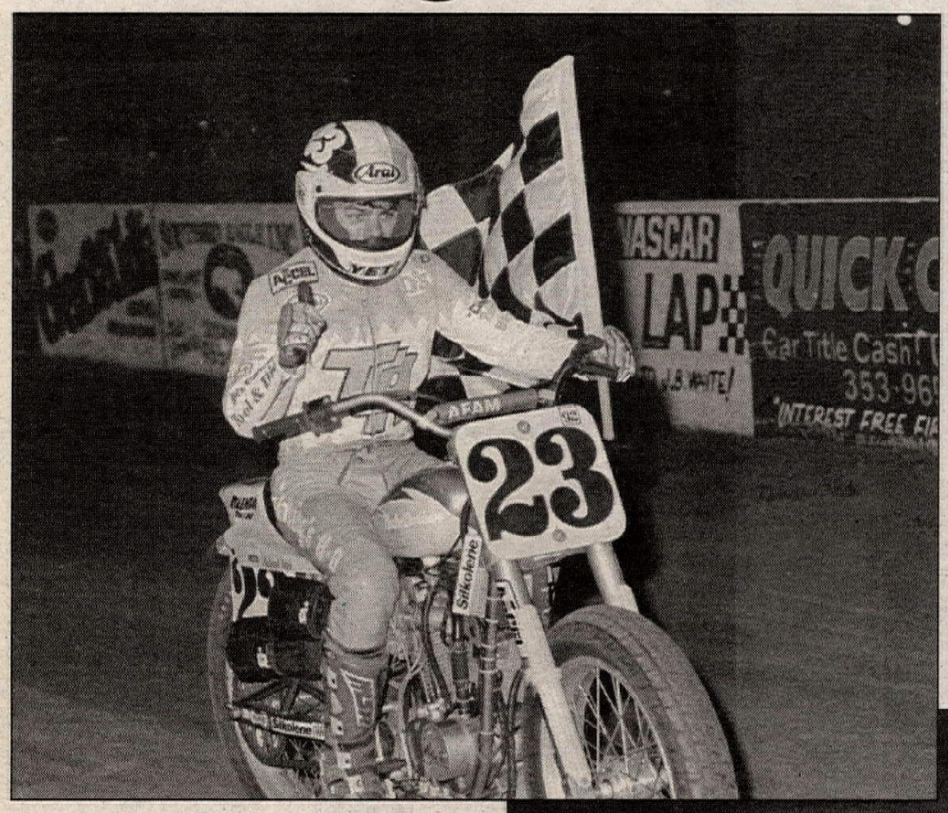
Team Honda/1-800-Collect/Fox rider **Steve Lamson** suffered a broken big toe on his right foot in his main-event crash. "My foot hit the ground so hard," said Lamson. "I thought it was my knee at first because my leg went numb." Lamson will definitely miss the Dallas Supercross, but may return to action as soon as Indy.

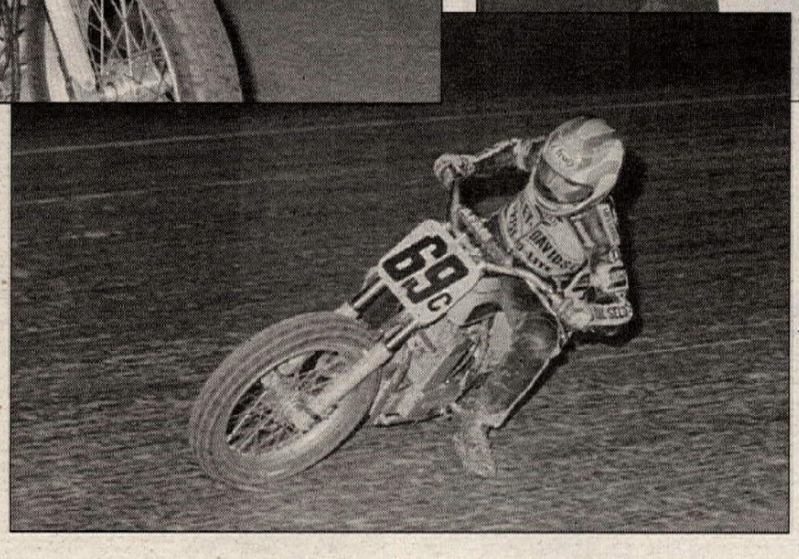
Team Chaparral's **Brian Deegan** - fifth in the Eastern Regional 125cc point standings - crashed hard in the whoops in his heat race and retired for the night with a sprained right ankle and a nasty burn on his arm. "Check it out, I'm like (Team Manager) Larry Brooks," he joked, referring to the pipe burn scar that Brooks has on his neck. Deegan was run over by several riders but should be ready for next week's Dallas Supercross.

Team Suzuki's **Greg Albertyn** suffered only a sprained ankle in his horrific heat-race crash over the quad jump. "I don't know what happened, really," said Albertyn. "I had enough speed, but all of a sudden my bike lost momentum on the face of the first jump and kicked sideways." Albertyn abandoned ship 20 feet in the air and was lucky to escape more serious injury as he crashed back to the ground. **Jeff Emig** reported that he spotted a wire sticking out of the dirt on the face of the quad, and believes that is what caused Albertyn to crash. "I saw it on the parade lap, a big wire sticking out of the dirt," he said. "I started to jump further to the right after that."

Final Round: Oglethorpe Speedway

Through the eye of the storm





(Above left) Kevin Atherton gives the thumbs up after scoring his first 750cc Expert win of 1996 during the final round of the Florida Flat Track Series at Oglethorpe Speedway.
(Above) Reigning AMA 883cc National Champion Mike Hacker flat pulled away from the field to win the 883 class.
(Left) Tommy Hayden was in control from start to finish as he raced to the 600cc Expert victory.

By Dave Hoenig
Photos by Flat Trak Fotos

SAVANNAH, GA, MAR. 11

On Friday March 1, Oglethorpe Speedway was supposed to host round one of the nine-race, $10,000 Florida Harley-Davidson Dealers Association-sponsored Florida Flat Track Series, but rain forced the 135 entrants south to Florida in search of drier conditions.

Unfortunately three of the eight remaining races in Florida were also weathered out, and it was a much smaller band of riders who escaped the "Sunshine State" and returned to the rescheduled Oglethorpe half mile for what turned out to be the series' final race. Weather forecasts didn't look promising, but clear, cool weather greeted the 52 riders who were able to stay for the Monday night event.

Three riders had a mathematical chance to win the series. Steve Morehead held a 10-point advantage over Will Davis. Team Saddlemen's Rich King was another six points back.

As it turned out, Morehead locked up the title by qualifying for the main event after Will Davis had control of the second 750cc heat until his chain derailed within sight of the finish line. Davis coasted across the finish line, and was eliminated from the program and a chance at the championship.

"I don't know what happened," said the disappointed Total Control Racing pilot. "It didn't break. It just came off."

Morehead now had a lock on the $2800 first-place series money. Even if King were to win and Morehead run last, they would be tied, and Morehead would have more wins.

"I hate to see that (Davis' demise)," said Morehead. "I just hope mine keeps running. It's the same bike I've rode all week."

"I'm getting around real good, but so is everybody else," said King, who moved up to second in the points, which was worth $2200. Davis slipped to third and claimed a $1500 bonus.

With the top three in the series finishing order already decided, Morehead put his F&S Harley-Davidson in front of King and USC Racing's Kevin Varnes as the pack slid into turn one at the start of the 12-rider 750cc main. The end of lap one saw TCR's Kevin Atherton in third behind King.

Lap two found Atherton in front, but on lap three, Morehead was back on top top. Atherton took the point for the final time on lap four and then rolled on to claim the win.

"The track was prepared great, wide groove and smooth," said Atherton. "You could ride aggressive. I went off the groove, then Steve went off as we traded the first few laps. There was a lot of traction - you could really drive off the turns. It really means a lot to me to beat Morehead on a groove. I know I can beat him on a cushion, but he's the best there is on a groove."

Atherton led the rest of the way, but Morehead dogged him all the way, right up to the last turn of the last lap. Morehead tried a high line only to slip off the groove and fall prey to Varnes and Corbin Racing's Davey Camlin. Morehead was philosophical after the race.

"I didn't have anything to lose," said Morehead. "It was either win or slip to fourth. I wanted to win all the 750cc dirt races in the series. I know I won the series, but I really wanted to win them all."

"My tire was working better as the race went on," Camlin said. "Kevin and I were having a close race for third, then Morehead went off groove in turn three. Thank you! More money for me."

"You could ride a high or low line, but it was hard to pass because everyone was so even," said Varnes. "It was really a fast track."

The 600cc Expert main, run earlier, was much the same. WWP Pro Racing/ESAB-backed Tommy Hayden led it all the way, but a late-race charge from Bartels' Harley-Davidson's Eric Bostrom put Bostrom in position to win the race.

"I tried to drive around the outside," said Bostrom, who crashed, but was not hurt, while trying to make a pass for the lead. "I didn't know there were so many marbles just off the groove. The back end came around and down I went."

Robert Lewis and Lonnie Pauley inherited second and third.

AMA 883cc National Champion Mike Hacker led the 883 Harley Sportster race all the way. Bartels' Billy Martin and Hacker's Spectro/Moroney's teammate Jason Fletcher pressured Hacker until the halfway point before Hacker pulled away. Fletcher worked his way under Martin with one lap to go, but it was too late to catch Hacker.

Josh Knott grabbed the early lead in the 600cc Pro-Am main, but Californian Shaun Russell pushed his Bartels'-sponsored Wood-Rotax to the front at the halfway point and went on to score the win. Paul Malone hung close for third in his first 600cc ride aboard Dave Camlin's Rotax. Aaron Creamer held off Nick Davis for fourth.

Marco Morello blasted by Nick Davis on lap three of the 250cc Pro-Am main and ran away with the race. Davis ran a lonesome second over Jeff Earl, Don Prevost and Jason Fuller. CN

Oglethorpe Speedway
Savannah, Georgia
Results: March 11, 1996 (Round 9 of 9)

750 EX: 1. Kevin Atherton (H-D); 2. Kevin Varnes (Hon); 3. Dave Camlin (H-D); 4. Steve Morehead (H-D); 5. Steve Beattie (H-D); 6. Georgie Price IV (H-D); 7. Rich King (Hon); 8. Geo Roeder II (H-D); 9. Jason Fletcher (H-D); 10. Mike Hacker (H-D); 11. Mike Varnes (H-D); 12. Dale Jenneman (H-D).

600 EX: 1. Tommy Hayden (Rtx); 2. Robert Lewis Jr. (Rtx); 3. Lonnie Pauley (Rtx); 4. Roger Durkee (Rtx); 5. Ben Bostrom (W-R); 6. Johnny Murphree (W-R); 7. Morgan Coolbeth (W-R); 8. Bill Newkirk (Hon); 9. Steve Gill (W-R); 10. Eric Bostrom (W-R).

883: 1. Mike Hacker; 2. Jason Fletcher; 3. Billy Martin; 4. Donnie Krusinski; 5. Shaun Russell; 6. Recil Hart; 7. Lonnie Pauley.

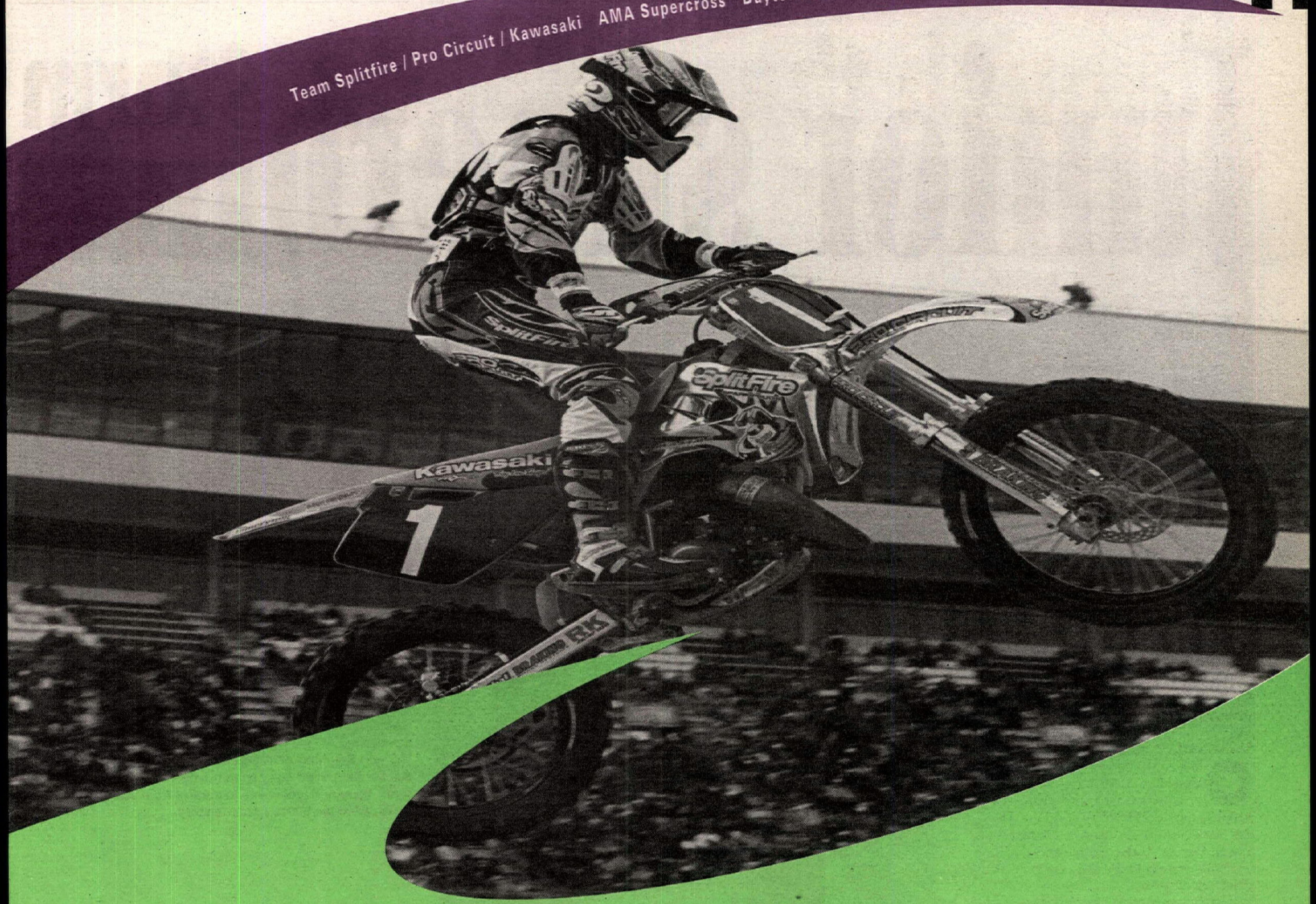
600 Pro-Am: 1. Shaun Russell (Rtx); 2. Josh Knott (Rtx); 3. Paul Malone (Rtx); 4. Aaron Creamer (Rtx); 5. Nick Daniels (Rtx); 6. Jeff Earl; 7. Mark Davidson (Rtx); 8. Scott Hiers (Rtx); 9. Jason Fuller (Rtx); 10. Brian Eckhart (Rtx); 11. Don Prevost (Hon); 12. Dave Gill (Rtx).

250 PRO-AM: 1. Marco Morello (Hon); 2. Nick Daniels (Rtx); 3. Jeff Earl (Hon); 4. Don Prevost (Hon); 5. Jason Fuller (Hon).

FLORIDA FLAT TRACK SERIES FINAL STANDINGS (After 9 of 9 rounds): 1. Steve Morehead 103 points/3 wins); 2. Rich King (84); 3. Will Davis (78/2 wins); 4. Kevin Atherton (72/1 win); 5. Georgie Price IV (71); 6. Kevin Varnes (65); 7. Davey Camlin (54); 8. Geo Roeder II (50); 9. Steve Beattie (42); 10. Brett Landes (40); 11. Mike Varnes (34); 12. Mike Hacker (33); 13. Ricky Graham (29); 14. Dale Jenneman (25); 15. Terry Poovey (23); 16. Charlie Orr (22); 17. Jason Fletcher (19); 18. Willie McCoy (17); 19. Eric Bostrom (16); 20. Jay Springsteen (14).

Kawasaki MOTORSPORTS

Team Splitfire / Pro Circuit / Kawasaki AMA Supercross Daytona Beach, FL March 9, 1996



Pichon says au revoir to the rest of the pack at Daytona.

One by one, the flying Frenchman picked off his competitors. Then he took control with a 20-second lead and won the 125cc Supercross main event. This Team Splitfire/Pro Circuit/Kawasaki rider's new KX125 has already carried him to victory twice in this series. If he keeps it up, Pichon may be hanging onto his number one plate for quite a while. That's Monsieur Pichon to you.

"After a couple of laps I started to attack them and pass them. After that, everything was good."
– Michael Pichon, defending East Coast 125cc Supercross champion

SplitFire SPARK PLUGS · PRO CIRCUIT · Kawasaki · UFO · GTX · Twin Air · Maxxis · N-Style · VP Racing Fuels · alpinestars · Boyesen · Troy Lee Designs · WORKS CONNECTION · BRIDGESTONE · THROTTLE JOCKEY · Renthal · BRAKING BRAKE SYSTEMS · RK · MAXIMA · BELL · O'NEAL · JT RACING

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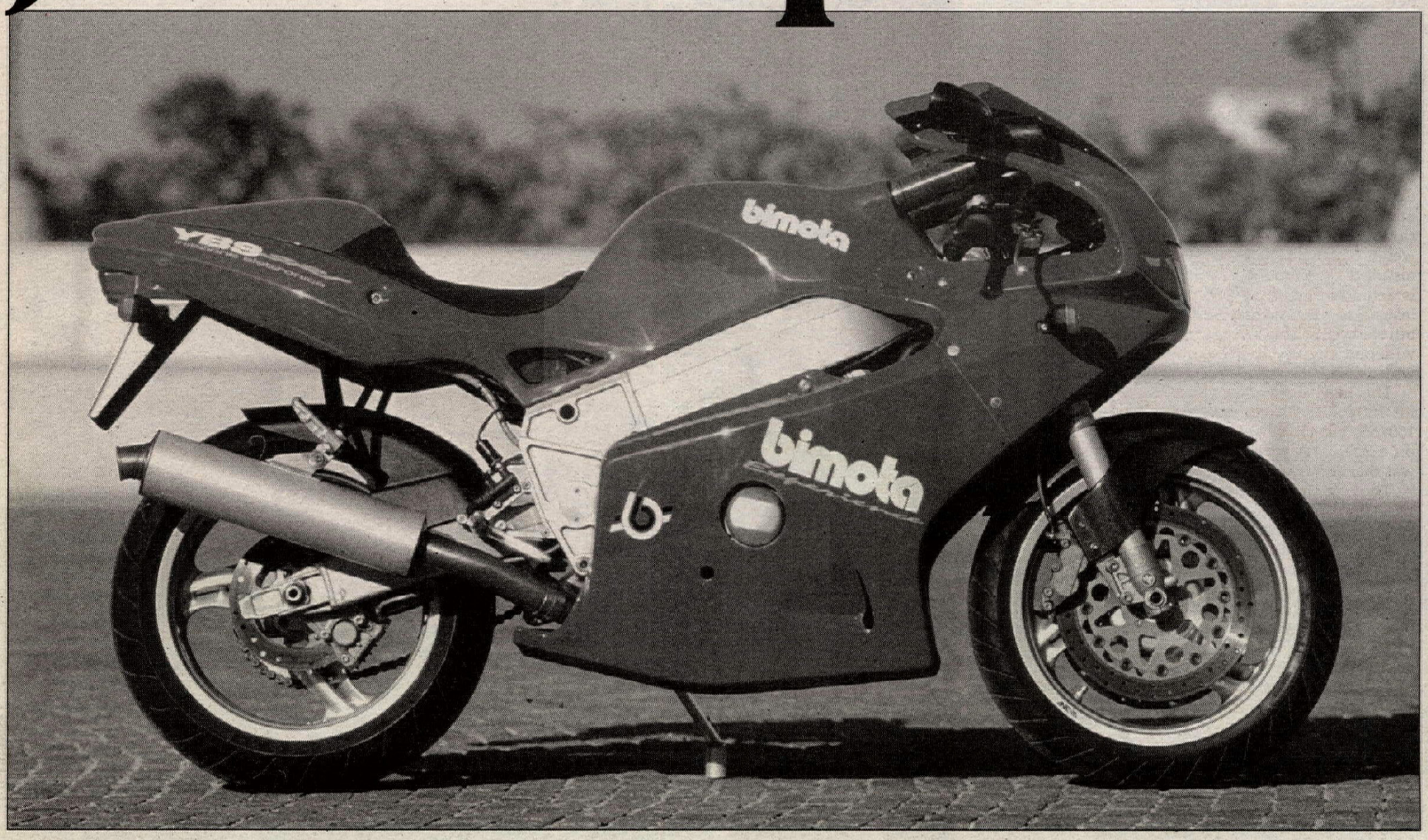
Junior superbike



By Alan Cathcart
Photos by Kyoichi Nakamura

It was only a matter of time before the modern era of engine-management systems and electronic fuel injection arrived in the 600cc supersport arena, and equally inevitable that it would be Bimota that ushered it in - just as they did a decade ago in the Superbike class. With their latest four-cylinder 600cc sportbike, the YB9SRI now entering production equipped with their own EFI developed in conjunction with TDD, and with the up-rated YZF600R Yamaha engine from the ThunderCat, Bimota has raised the stakes not just in the showroom but also in supersport racing and the grand prix world's spinoff Thunderbike class.

Yet in doing so, Bimota has also produced a road-legal homologation special that is actually more user-friendly on the street than the carbureted bike it replaces, thanks to the increased midrange torque, as well as the more responsive pickup of the EFI and extra power it delivers all the way through the rev range. Based on a day's ride through the Marche hill country behind Bimota's Rimini base on the first YB9SRI off the production line, I'd say the 600cc street class has a new benchmark sportbike - albeit at the premium price commanded by the Bimota name. A handbuilt, limited-edition, hard-nosed race replica with the extra sophistication of EFI, the YB9SRI sells in its Italian home market for 25,700,000 lire (approximately $16,000), compared to its carbureted YB9 sister at 22,600,000 lire ($14,000) - or a Yamaha ThunderCat at not much more than half that. Superbike prices for a tricked-out supersport.

Still, a large portion of the first batch of 250 fuel-injected Bimota 600s currently being built will certainly end up on the race tracks of the world, especially to challenge the dominance of the Ducati 748SP at European Championship level, where the desmo V-twins made full use of the combined capacity and weight advantages accorded them under the rules in effect last season. But in 1996, with the 374-pound minimum weight for all bikes, the Ducatis won't have it so easy - and of course Thunderbike racing only permits 600cc fours, anyway.

That being the case, Bimota's newly signed Australian works rider Fred Bayens - fourth in the '95 Thunderbike series and second in the '94 European Supersport Championship - must have a great chance of earning Bimota the GP circus four-stroke crown this season. And after defeating the works Ducati team to win the '95 Italian 600cc title against the odds on the factory Bimota YB9 carbie, Michele Malatesta and teammate Miki Gallina (son of former 500cc team manager Roberto) are bound to be serious contenders for the European Supersport title with their new fuel-injected YB9SRI Bimotas. Junior Superbike racing? Sounds like it.

Concocting the YB9SRI has entailed much more than simply plugging in a ThunderCat engine to replace the old FZR600 motor and waving a magic wand over it to add fuel injection. However, while retaining the same basic format as the previous 62 x 49.6mm FZR design (chassis pickups are the same as before, for example, unlike on the YZF1000 ThunderAce, and engine castings remain unchanged), the Cat engine uses forged pistons instead of cast ones for improved reliability at high revs, and for the same reason has an all-new crankshaft made of improved material to cure the high-rpm crank failures suffered by some Yamaha supersport.

The new crank also has lighter, smaller webs for improved engine acceleration, which is helped too by a smaller ignition rotor. The result delivers 100.5 bhp at the crank, at 11,500 rpm on the Yamaha ThunderCat, fitted with 36mm carbs - whereas without any mechanical changes (same camshafts, same 12:1 compression ratio, etc.) the same engine delivers 106 bhp at the crank in Bimota guise, running a grand higher at 12,500 rpm, and translating to 78 bhp at the rear wheel. The difference comes from the TDD/Bimota fuel-injection package, with four 44mm throttle bodies, a single injector per cylinder, and a high-pressure Bosch fuel pump running at 3 bar. To control all this hardware is an ECU mounted on the rear subframe beneath the seat, with a total of five sensors, monitoring coolant temperature, ambient air temperature, air pressure, throttle position and rpm.

Six percent more power at the top end is a hefty improvement that alone would justify fitting EFI. But the benefits are there all the way through the rev range. There's 51 rear-wheel bhp from the injected motor at just 8000 rpm, compared to 47 bhp in same-day dyno testing from a carbureted engine, with corresponding improvement in torque from 41.5 lb.-ft. to 44.3 lb.-ft. at the same revs. This translates to noticeably improved midrange pickup when you ride the bike - the kind that made me want to compare dyno sheets when I got back to base. Add in the better response coming off a closed or partially open throttle, and the benefits of the EFI start

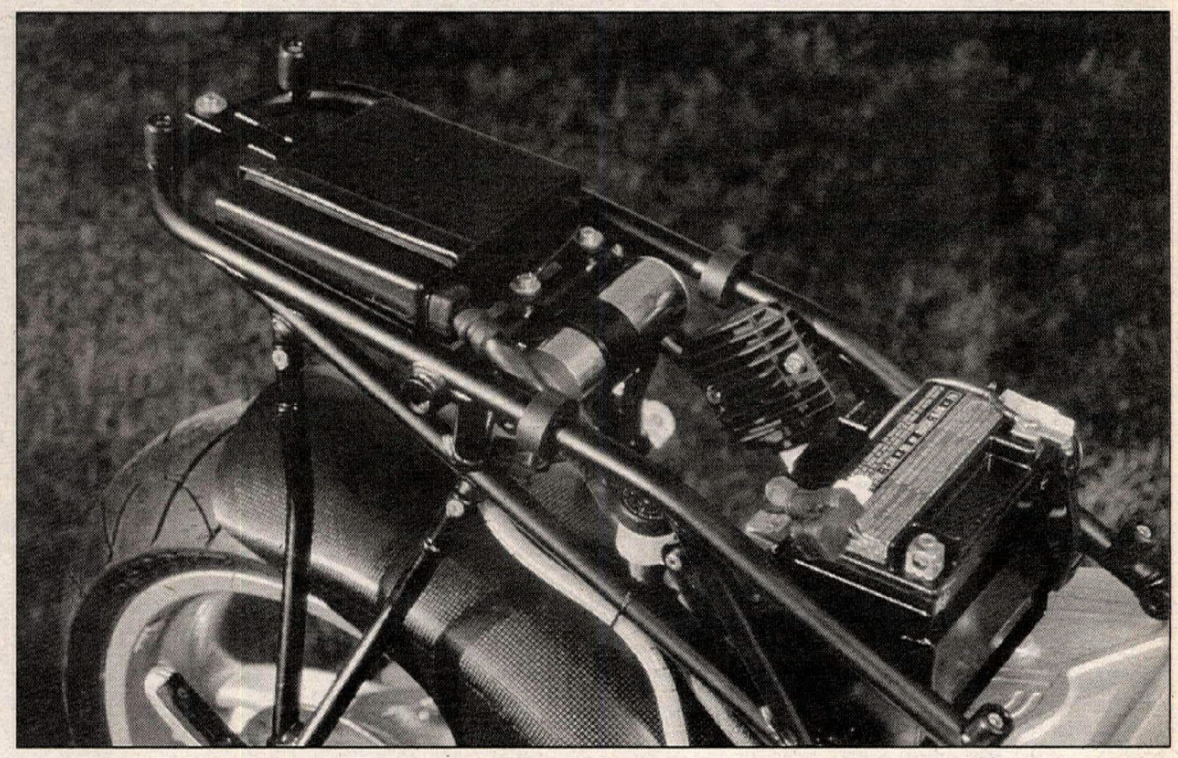
to justify its increased cost - especially as the YB9SRI doesn't have the same all-or-nothing power delivery as the previous four-cylinder homologation special fitted with TDD/Bimota fuel injection, the flawed Suzuki-engined SB7.

The YB9SRI's twin-spar chassis made from anticordal aircraft alloy has the same basic design as the previous bike's, but now has a cast rear frame brace in front of the back wheel, to which the similarly cast rear upright incorporating the swingarm pivot is welded. This makes for an even more rigid structure to cope with the extra grip delivered by new-generation supersport race tires, which ever more closely resemble slicks with a nominal tread pattern molded into them. Those fitted to the street YB9SRI as standard are Michelin Hi-Sports - though Fast Fred (Bayens) will use Pirellis for Thunderbike racing - mounted on new, very distinctive cast-aluminum wheels made to Bimota's design by Antera, the first motorcycle design by the same company which manufactures the wheels used on Ferrari and Porsche sports cars. These weigh exactly the same as the Marchesinis used by Bimota before, but the rear is actually bigger, at 5.50 inches wide instead of the 5-incher used on the carbureted YB9. The swingarm has been widened slightly to accommodate the wider wheel.

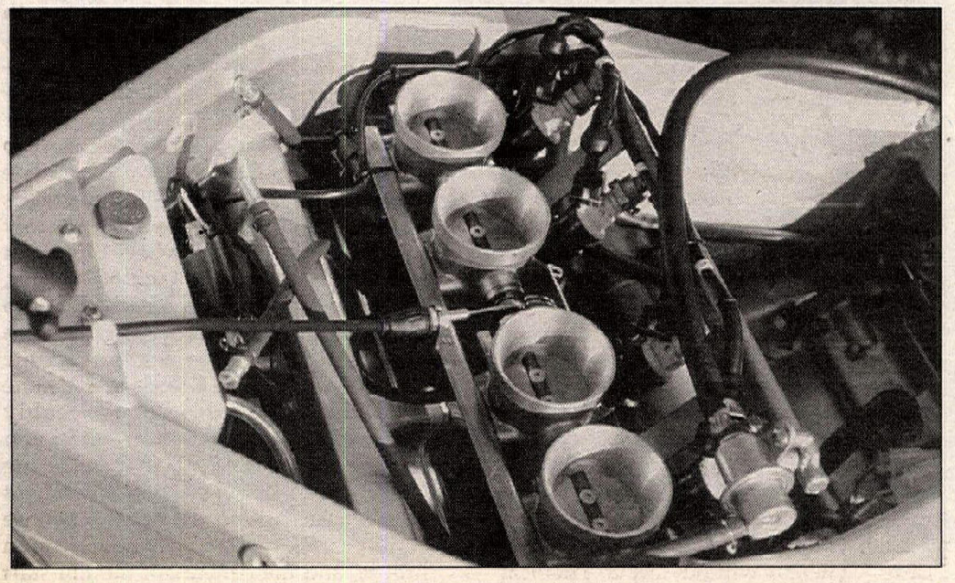
This new width allows Bimota to fit a fat 180/55ZR17 rear tire instead of a 160/55. The front tire is a 120/70 front on a 3.50-inch wheel, as before. What was that about junior superbikes?

Though chassis geometry is otherwise unchanged, the 55.5-inch wheelbase and 24-degree head angle with just 95mm of trail make the YB9SRI feel even more like a four-stroke 250cc GP bike than before. The reason is a combination of the rear ride-height setting on the bike as I rode it, and the close-coupled riding position, with the narrow, distinctively styled bodywork (now with a three-way split for improved access in the race paddock) and its trademark V-neck Bimota screen.

The test bike had just returned from the Magione circuit, where the factory development team had set it up for optimum race-track handling, with a 7mm longer rear shock setting. This setting translates into substantially increased rear ride height compared to a machine set up for street use. For the track, the high setting allows adequate ground clearance at racing speeds with the extra grip from the fatter rear tire (especially for the freer-flowing Bimota exhaust which contributes to the 6-percent power increase), but at the cost of making the chain rub hard on the swingarm on overrun, producing an irritating noise as well as presumably undue wear.



(Above) Handling on the YB9SRI is more like a 250cc GP bike than 600cc supersport. (Right) The control unit for the fuel injection is mounted under the seat. This system, along with a special exhaust, raises output from the 600cc Yamaha powerplant to 106 horsepower. (Below) Four 44mm throttle bodies feed the 62 x 49.6mm cylinders for outstanding engine response.



The jacked-up rear end also delivers a radical riding position that is more 250GP than Supersport 600, with a lot of your body weight on your arms and shoulders, thanks to the low-set clip-ons which are also quite steeply raked. This makes the YB9SRI as tiring to ride for any length of time on the street as Max Biaggi's world champion 250cc Aprilia is on the track, making each 150-mile tankful from the 5.3-gallon fuel tank a physical challenge of endurance. A two-hour stint of coping with switchback mountain roads left me with sore wrists.

This soreness was exacerbated by the outstanding braking delivered by the Bimota's 320mm Brembo front discs, another powerful weapon in the bike's armory for Supersport racing. Though more cost-effective steel rotors are used in this application, rather than the more expensive cast-iron discs used on Brembo-equipped superbikes, these are a big improvement over similar budget Brembos I've used recently. They offer noticeably improved bite, matched with lots of sensitivity that allows you to stroke off a bit of excess speed with light pressure on the lever, or alternately to squeeze hard and get the back wheel waving in the air - and it does, thanks to the increased front-end weight bias with the higher rear ride height setting.

Set up as it was for track use (the suspension linkage is fully adjustable, so you can tailor the bike to suit individual taste), the Bimota's steering was flawless. You've just got to think about changing direction, and the bike does it - yet without being twitchy or overly-

nervous, and without any straight-line wobbles over rough surfaces as bikes with radical race-ready geometry have been known to have. It also doesn't tuck the front wheel under on light mountain turns, even trail-braking into the apex.

A key factor in this fine response is the surprising quality of the Paioli forks. Let's face it, until very recently, Paioli suspension was budget-class second-best you only used if price was a factor. Now they've moved their development and manufacturing quality up several gears, and Bimota customers are the immediate beneficiaries. The 43mm forks on the YB9SRI are set up pretty stiff, so there's not a lot of front-end dive under the hard braking those Brembos are capable of. The surprising thing is that they didn't chatter the front wheel even in the cool winter sunshine, and handled the broken asphalt of the Marche road really well. Ride quality is truly exceptional for a short-wheelbase sportbike weighing just 385 pounds dry. The forks come only with rebound adjustment as standard - compression is available as an option.

The Paioli rear shock - fully adjustable for preload, compression and rebound - also coped well with changes in road surface, and handled with aplomb a series of high-speed whoop-de-doos that have upset the chassis of other bikes I've ridden over them. You can actually feel the progressive response of the Bimota linkage at work as you rise and fall over a series of bumps that any Irish road race would be proud of. But the same shock setting combines with the fatter 180/55 rear tire to give excellent drive out of turns, at the expense of only a little extra understeer compared to the narrower 160/55 tire used on the carbureted YB9. And the bigger tire definitely didn't affect the steering - it still flip-flops effortlessly through a series of curves like a fighter plane on autopilot, with embarrassingly little rider effort to make it switch direction. This is a really well-balanced, nimble four-cylinder four-stroke, with poised yet responsive handling the equal of the V-twin Ducati 748 - and I know of no better compliment in street bike terms.

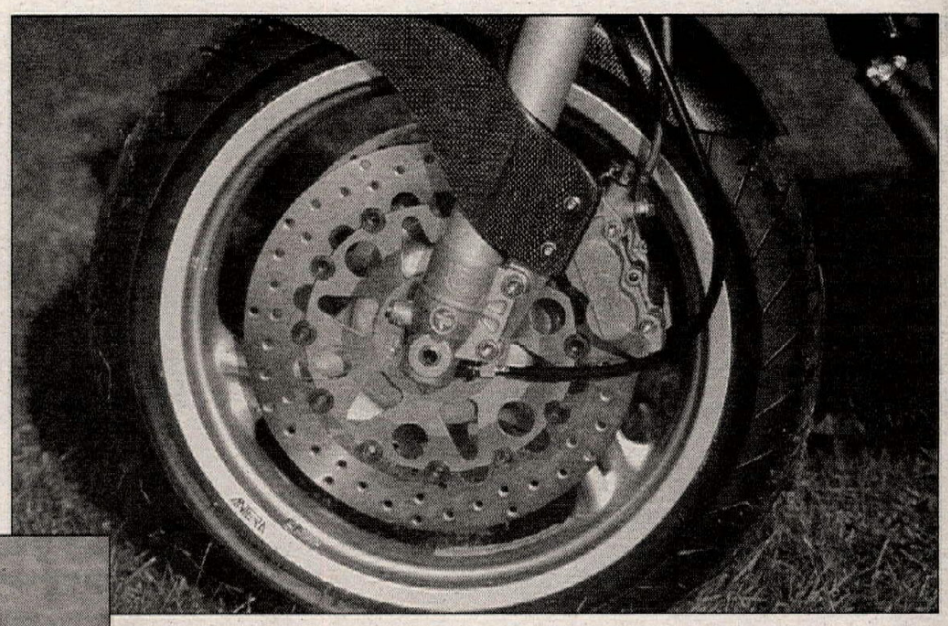
In *inezione elettronica* guise, the YB9SRI will be available mainly in the red of the test bike (yellow continues as an option). That it's the exact same shade of Italian racing red as a Ducati 916 superbike is a bit of an irony - but then Bimota's biggest supersport rivals just 60 miles up the road in Bologna pinched the YB9's trademark yellow livery for the 748 desmo. Maybe they're just repaying the compliment!

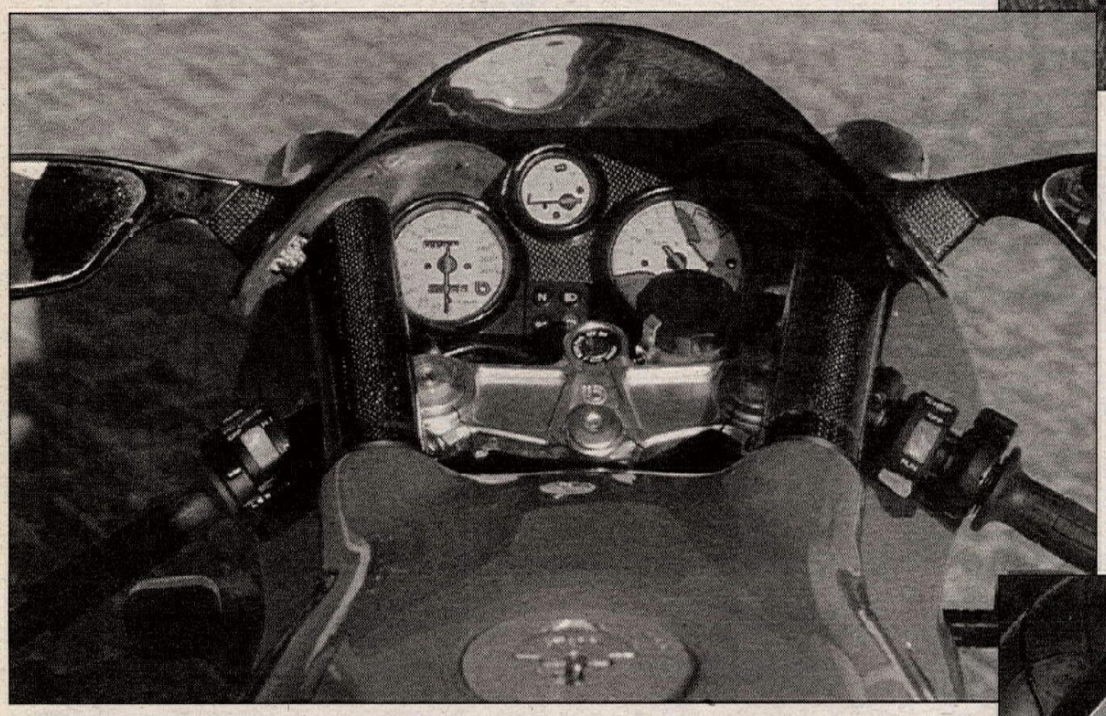
The finish is very good, as you have a right to expect at Bimota price levels, but the fact that the custom instrument dash is offset to the left (presumably to make the all-important tachometer more visible) looks plain tacky, worthy of a special builder, and should be redressed pronto. I'd also expect to see a digital temperature gauge on a bike like this, and a little more padding on that racer seat would be welcome - though maybe its board-like quality is all part of the Max factor. Footpeg position is great, and the gearbox outstanding, smooth and slick with clutchless upshifts a cinch.

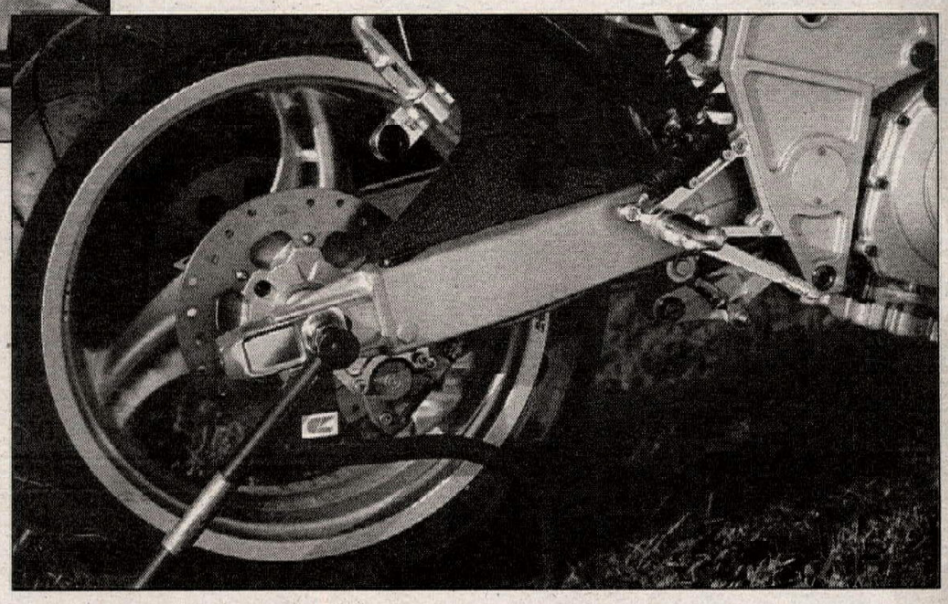
One downside to the EFI was that it didn't seem to have a choke program in it, so that firing up the Bimota after a photo session on Riccione Promenade in barely double-digit winter weather left it constantly stalling until the temperature needle crept out of the blue. Solution: Pretend you're Fast Fred Bayens and blip the throttle to warm the motor up in best paddock-posing mode. Still, in the natural absence of any choke knob such as the carbureted YS9 has in the middle of the fork stem, the EFI needs to be reprogrammed to compensate.

Once you do get the Bimota's ThunderCat engine warmed up, it'll convince you of the benefit of EFI: a seamless spread of power delivered in hyper-smooth manner. The YB9SRI pulls cleanly from just 2000 rpm. Even if you gas it wide open this low down, it doesn't splutter or snatch, it just builds revs - slowly at first, then with noticeably faster pickup from 5300 rpm upward. Then at 7500 rpm, engine speed really quickens, with a rush of power up to the 13,000 rpm red-line that isn't fierce enough to unhook the back wheel, even cranked over on coolish tires. The YB9SRI really motors up high, but it cranks out the power smoothly as well as smartly. The EFI delivers the instant response of a set of flat-slide carbs, without their abruptness. The best of both worlds, really, and well worth the entrance fee to the Bimota owners' club.

But it's not just in comparison to its carbureted counterparts in the supersport paddock that the new Bimota has an edge. It is well-made, with no squeaks or rattles from the three-piece bodywork even on this hard-used development bike, and is definitely a more sophisticated and well-rounded bike than the first YB9 I rode two years ago. The improved chassis specification delivers better braking, more tire and uprated suspension. Taut and tight-feeling, the YB9SRI has the responsiveness of a superbike coupled with the nimbleness of a GP racer, packaged for the street with the allure that only Bimota can deliver to the four-cylinder sportbike scene. It provides the new standard for others to aim at in the supersport 600 class, on road and track alike. CN







(Above) Excellent 320mm steel Brembos are used at the front. (Left) Low bars and a high rear-suspension setting made longer stints in the saddle an exercise in endurance.
(Below) Paioli supplied both the fork and rear shock. Adjustments at the rear include rebound and compression damping, as well as spring preload and ride height.

Bimota YB9SRI

Specifications

Engine	Liquid-cooled, DOHC, in-line four-cylinder four-stroke with four valves per cylinder
Bore x stroke	62 x 49.6mm
Displacement	599cc
Compression ratio	12.0:1
Horsepower/torque (claimed)	106 @ 12,500 rpm/47 lb.-ft. @ 10,000 rpm
Fuel/ignition system	Electronic fuel injection with four 44mm throttle bodies and integrated ignition
Gearbox	Six-speed w/ multiplate wet clutch
Chassis	Twin-spar aluminum
Rake/trail	24°/95mm
Wheelbase	55.1 in.
Seat height	31.9 in.
Suspension	
Front	43mm conventional Paioli adjustable for rebound damping, 4.7-in. travel
Rear	Single Paioli shock adjustable for spring preload, length rebound and compression damping, 5.1-in. travel
Brakes	
Front	Dual 320mm steel Brembo discs with four-piston calipers
Rear	Single 230mm Brembo disc with two-piston caliper
Wheels/tires	
Front	120/70ZR17 TX11 TL Michelin on 3.5-in.-wide Antera cast-aluminum wheel
Rear	180/55ZR17 TX23 TL Michelin on 5.5-in.-wide Antera cast-aluminum wheel
Fuel capacity	5.3 gal.
Dry weight	385 lbs.

Daytona 750 SuperSport Champion

It wasn't just a victory. From the first turn, it was a knee-dragging, in-your-face, write-home-to-momma kind of old-fashioned romp. In fact, the only question wasn't if a GSX-R would win, but which GSX-R would win–the one ridden by Aaron Yates or Pascal Picotte? Turned out it was Yates, who also managed to blaze a new course record. Hey, you heard the new GSX-R was the fastest production bike ever. You read the reviews. Now we're post-Daytona–where seven of the top ten finishers rode one–are you a believer yet? So get down to your local dealer. And don't forget to ask about our Road Racing Contingency program, where you can earn big bucks for racing. See? We even put our money where our mouth is.

We hate to say we told you so.

SUZUKI®

Suzuki firmly believes racing belongs in one place–on the racetrack. We want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-446-9227. The Suzuki GSX-Rs are engineered for experienced riders. For the name of the nearest Suzuki motorcycle dealer, call 1-800-828-RIDE. Professional riders pictured in sanctioned closed-course competition.

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ATVs with engine sizies of 70cc to 90cc are recommended for use only for those age 12 and older and always with adult supervision. ATVs with engine sizes of 90cc or greater are recommended for use only for those age 16 and older. Yamaha recommends that all ATV riders take an approved training course. For safety and training information, see your dealer or call the ATV Safety institute at 1-800-447-4700. ATVs can be hazardous to operate. For your safety; always wear a helmet, eye protection and protective clothing; never ride on paved surfaces or public roads; never carry passengers; never engage in stunt riding; riding and alcohol/drugs don't mix; avoid excessive speed; and be particularly careful on difficult terrain. Yamaha reminds you to always respect the environment. All ATVs come with a 6-Month limited Factory Warranty, except for Banshee, which has a 90-Day limited Factory Warranty.

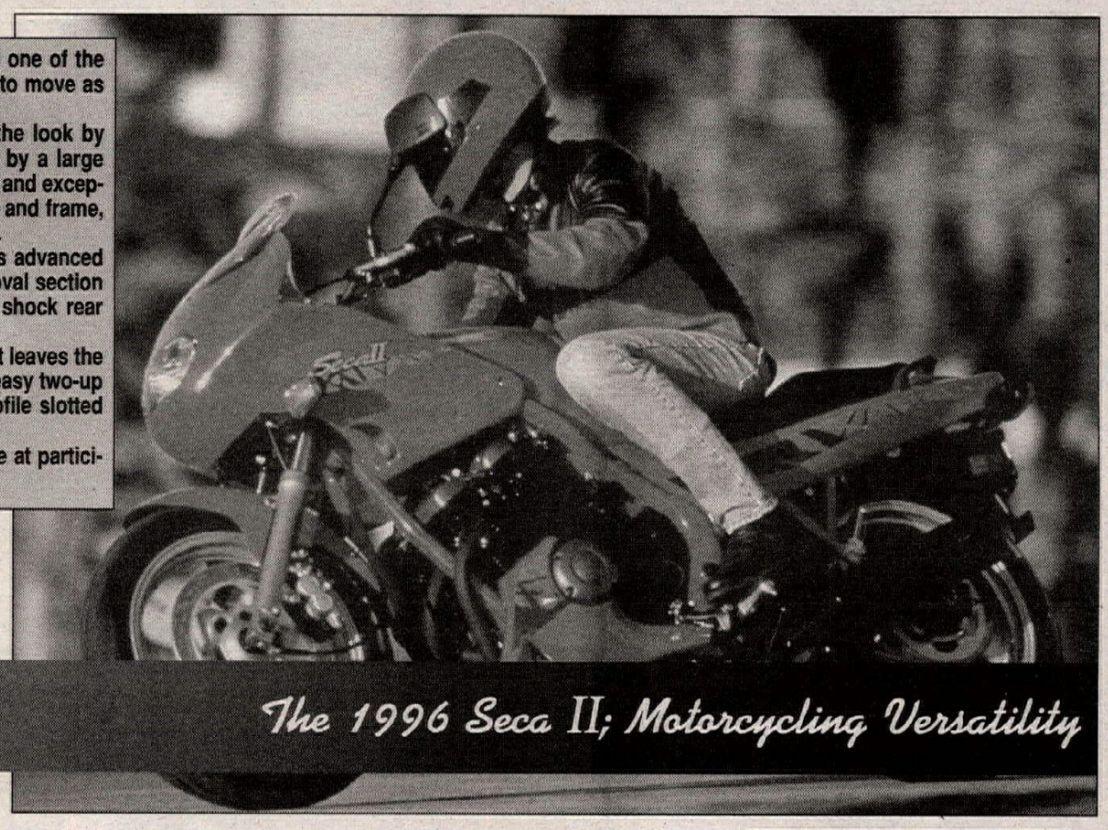
Since making its debut as one of the top values in motorcycling dollar-wise, and one of the most versatile bikes available performance-wise, Yamaha's SECA II ® has continued to move as quickly off the showroom floor as it does on twisty back roads.

In 1996, Yamaha has taken the SECA II's already sleek styling and enhanced the look by adding a lower cowl as standard equipment. The genesis inspired engine, cradled by a large diameter frame, sports true downdraft carburetors for superb torque, a lofty rev-range and exceptional smoothness throughout the entire powerband. With this combination of engine and frame, the SECA II is as comfortable cruising the highway as it is on tight country back roads.

The SECA II has the precision handling of its super-sport brethren courtesy of its advanced frame and performance-minded 38mm front forks. In the rear the SECA II utilizes an oval section swingarm for strength to keep the rider in control while employing link-type single shock rear suspension.

To complement the bike's superbly engineered versatility is a comfortable seat that leaves the rider with an agile seating position which is comfortable enough for long cruises and easy two-up riding. Combine this with a fuel tank sufficient for long-range cruising and a low-profile slotted wind screen for wind protection and style, a rider can go a long way on the SECA II.

In 1996, the SECA II will be offered in Black or Red color schemes and is available at participating Yamaha dealerships nationwide.



The 1996 Seca II; Motorcycling Versatility

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Auburn, AL 36830
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Azusa, CA 91702
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Burbank, CA 91506
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CUCAMONGA
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9760 Foothill
Cucamonga, CA 91730
(909)987-2411

EL CAJON
El Cajon Yamaha
660 El Cajon Blvd.
El Cajon, CA 92020
(619)442-0941

FAIRFIELD
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Fairfield, CA 94533
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Goleta, CA 93117
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Hayward, CA 94544
(510)537-2257

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Mission Yamaha
25891 Crown Valley Parkway
Laguna Niguel, CA 92677
(714)582-0351

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Los Angeles, CA 90066
(310)306-7906

MODESTO
Yamaha of Modesto
1302 9th Street
Modesto, CA 95354
(209)527-5603

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26860 Jefferson Ave., #A
Murrieta, CA 92562
(909)698-4123

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Pasadena,CA 91107
(818)795-4129

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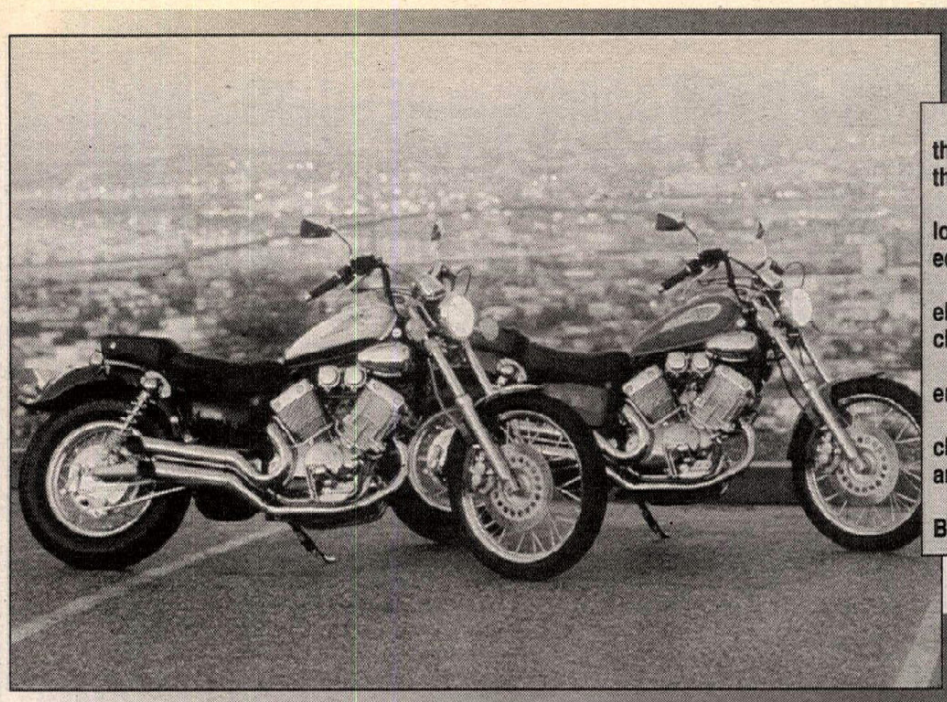


The Virago 535 and 535 Special

When purchasing a cruiser, authenticity and tradition are paramount considerations, and this is there the competition falls short. Yamaha offers two mid-sized cruisers that embody the classic look most people are looking for in a motorcycle; the Virago 535 and 535 Special.

The Yamaha cruisers have genuine V-twin engines, low-slung frames, stylish chromed looks and a distinct bass exhaust note. The plush, raked-put front forks, the forward mounted footpegs and the low seat put the rider in the classic cruising position.

Other standard Virago tech features include a low-maintenance shaft drive, worry-free electronic ignition and dual-piston front disc brakes. And to add style to the cruisers are real chrome wire-spoke wheels, dual bobbed exhaust and a fat rear tire.

Such features combined with the chromed rear brake plates and the highly polished engine components make the Virago a very desirable ride.

The Virago Special includes extra features such as polished and chromed engine cases, clutch lever, brake lever, horn and carburetor covers. It also sports a deeply upholstered seat and a detailed two-toned color scheme.

The 1996 Virago 535 comes in Fire Red while the 535 Special is two-tone Traditional Blue/White. Both are available at participating Yamaha dealers nationwide.

The 1996 FZR600: Performance and Refinement

Since its inception, the Yamaha FZR600™ has remained a favorite among 600cc sport bike enthusiasts.

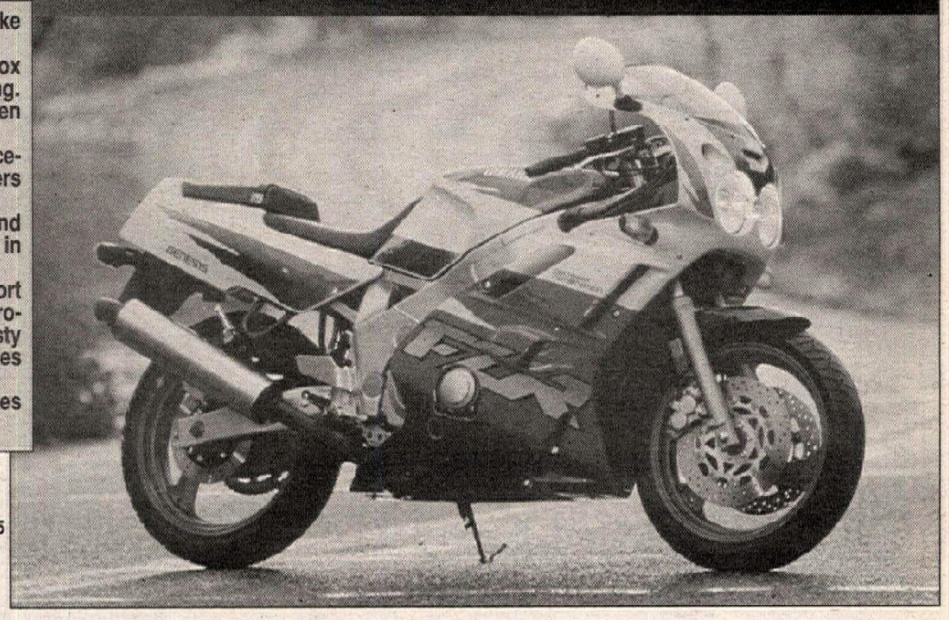
When the road gets twisty, the FZR shines. Thanks to Yamaha's race-developed Deltabox frame and swingarm design, the FZR possesses unmatched precision steering and handling. With the FZR's trademark agility and suspension feedback, the rider feels confident either when upright and at speed or when heeled over in a turn.

The heart of the machine is its power plant, a liquid cooled 599cc engine with Yamaha's race-proven, Genesis design. With smooth, controllable power provided by forward inclined cylinders which are fed by four straight-intake

32mm Mikuni carburetors, the FZR is a model of efficiency. To keep all of this power and speed in check the FZR600 comes with dual 298mm disc brakes up front, and a 245mm disc in the rear.

Surrounding all of this high-tech super-sport hardware is one of the most comfortable sport bike designs around. In paying as much attention to ergonomics as to performance, Yamaha produced a bike that is as accommodating on the freeway and in the city as it is carving up twisty canyons and backroads. In the end, potential buyers are given one of the best sport bike values available.

In 1996 the FZR600 is offered in White/Red/Purple and Dark Silver/Red/Black color schemes and is available at participating Yamaha dealers nationwide.



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Roswell, GA 30076
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SHELBY
Shelby Motorsports
1715 E. Dixon Blvd. (Hwy. 74 Bypass)
Shelby, NC 28152
(704)482-5946

OHIO

CINCINNATI
Beechmont Motorsports
600 Mt. Moriah Dr.
Cincinnati, OH 45245
(513)752-0088

MT. VERNON
Mid-Ohio Yamaha
P.O. Box 887 494 Harcourt Rd.
Mt. Vernon, OH 43050
(614)397-5272

MAUMEE
Yamaha East
1230 Conant St.
Maumee, OH 43537
(419)891-1230

NORTH ROYALTON
Breyley Yamaha Inc.
11035 State Road
North Royalton, OH 44133
(216)237-4543

RIPLEY
Ayers Yamaha
15 S. Second St.
Ripley, OH 45167
(513)392-9400

OREGON

GRESHAM
Zims Yamaha Sports Plaza
22301 SE Stork
Gresham, OR 97030
(503)666-9438

PENNYSLVANIA

ALLISON PARK
Gibsonia Cycle Center
4684 Rt.8
Allison Park, PA 15101
(412)487-2803

CAMP HILL
Yamaha of Camp Hill
1101 Slate Hill Rd.
Camp Hill, PA 17011
(717)761-6192

DALLAS
Kunkle Motors
R.R. 1 Box 386
Dallas, PA 18612-9739
(717)675-1546

GALETON
Larry's Sport Center
U.S. Rt. 6 West
Galeton, PA 16922
(814)435-6548

LANCASTER
B&B Sales & Service
791 Flory Mill Rd.
Lancaster, PA 17601
(717)569-5764

TENNESSEE

ATHEUS
Motor Sports Cycle Co.
615 Congress Pkwy.
Atheus, TN 37303
(423)745-6305

COOKEVILLE
Mid-State Motorsports, Inc.
1191 Bunker Hill Rd.
Cookeville, TN 38501
(615)528-5504

KINGSPORT
Yamaha Cycle Center, Inc.
2405 E. Stone Drive
Kingsport, TN 37660
(423)247-8561

TEXAS

BRIDGEPORT
Bridgeport Marine & Sport Center
Rt. 2 Box 173
Bridgeport, TX 76426
(817)683-4580

FORT WORTH
Fort Worth Yamaha
3052 Alta Mere Drive
Fort Worth, TX 76116
(817)244-1047 Fax: (817)244-1048

MARSHALL
H&W Yamaha
3709 E. End Blvd. S.
Marshall, TX 75670
(903)938-9481

SAN ANTONIO
Joe Harrison Motor Sports
9710 I.H. 35 North
San Antonio, TX 78233
(210)656-9400

UTAH

CEDAR CITY
Cedar Ridge Yamaha
1014 S. Main
Cedar City, UT 84720
(801)586-8272

DRAPER
South Valley Motorsports
11553 S. State St.
Draper, UT 84020
(801)576-1899

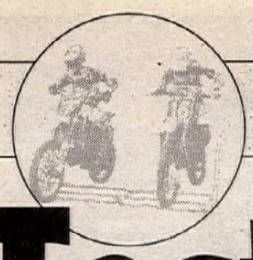
VIGINIA

WAYNESBORO
Wayne Cycle Shop
Rt 340 North
Waynesboro, VA 22980
(540)943-1111 or (540)886-1111

WASHINGTON

ISSAQUAH
I-90 Motorsports
200 N.E. Gilman Blvd.
Issaquah, WA 98027
(206)391-4490 or (800)883-9987

SEATTLE
University Yamaha
420 E. Pike St.
Seattle, WA 98122
(800)560-0037 or (206)322-3400



MOTOCROSS
Vintage Iron Evolution of Motocross Series

Round 1: Motocross of Marion County

Testing the theory

Gary Koptak (86) leads through the first turn in the first moto of the first round of Vintage Iron's National Evolution of Motocross Series in Reddick, Florida. Koptak took top honors in the 500cc Masters class.

By Helen Wheales

REDDICK, FL, MAR. 4

The evolution has begun.

The famed Daytona bike week was the backdrop for Vintage Iron and co-sponsors Northwest Maico/CZ - Hugh's Bultaco to debut the National Evolution of Motocross Series, the missing link between what is currently defined as vintage (pre-1975) racing and current machines. The racing is open to any machine that was originally equipped with an air-cooled motor, drum brakes and no linkage suspension, and features technological improvements - such as long travel suspension - which represent the next evolutionary step beyond vintage technology.

The park-like surroundings of Motocross of Marion County facility, an hour west of Daytona, was the setting of the inaugural event. Competitors from states as far away as California were greeted with a liberal dose of Florida sunshine and loamy track conditions. Although the pits also contained a healthy contingent of vintage machinery, the focus was most certainly geared toward the new kids on the block, the Evolution bikes. Maico Magnums, Honda Red Rockets and Yamaha monoshocks appeared to be the popular favorites among those in attendance, but both types of machinery and competitors appeared to coexist quite harmoniously.

MOTO ONE

The charge to turn one in the first moto was led by '81 Maico 490-mounted Gary Koptak with Wayne Nix and Rick Doughty in close pursuit. Doughty worked his way backwards as he found that a works-style YZ400 has very little in common with his '66 Rickman Triumph. The action up front was fast and furious though, with everyone wanting to own the bragging fights that go with leading the opening lap. Koptak held off the charging masses until lap two when Vintage Iron/Thor-sponsored Greg Catter made his move. Having made the long trek from San Diego, Catter was less than satisfied with the view from second. Once by Koptak, he went into cruise mode and brought home the first win of the young season.

Some distance back from the 500cc machines was the battle for the 250cc Master-class supremacy between Ed Garlin and Joel Nicholson, both '79 Honda CR250-mounted and both from Florida. Their personal duel raged all the way to the flag, with Garlin edging Nicholson out of the win.

The Sportsman divisions were represented by a robust field of competitors. Both Wayne Nix in the 250cc class and Daniel Way on a 500 tallied perfect 1-1 finishes for the day, despite several bids to unseat them. Steve Broussard (250) and Mark Nelson (500) garnered the runner-up positions.

MOTO TWO

The Masters division got very interesting with the addition of Rich Rosseter and his '78 YZ125 in the mix. Given the power-robbing sand and a very long start straight, Rosseter was at a significant disadvantage against the larger machines, but apparently someone forget to tell Rosseter. He worked his tiddler to the front of the 250cc Master class ahead of Garlin and Nicholson, and with the throttle pinned everywhere humanly possible, kept it there. Looking very much like a vintage version of Johnny O' at the Motocross de Nations, Rosseter quickly became the crowd favorite in this David vs. Goliath challenge.

The Rosseter, Garlin and Nicholson freight train reeled in a tentatively running Doughty. Garlin dived inside with a bump-and-grind move but got taken to the banners as Doughty returned the love tap. That was all that Rosseter needed to break away and secure the victory. Koptak held off a frustrated Greg Carter in the 500cc ranks. Garlin remained ahead of Nicholson in the 250cc chase.

Afterward, series promoter Doughty said that he was satisfied with the turnout for the inaugural event of the series.

"This year was supposed to be simply a grass-roots effort; you know, planting the seeds around the country for the years to come," Doughty said. "But given the level of enthusiasm I have seen today, I think the Evolution Series is ready to blossom. We not only proved the concept is sound, we proved that there is certainly room for pre-'75 *and* post-'75 racing in our sport, and that I regard as a huge success."

Motocross of Marion County
Reddick, Florida
Results: March 4, 1996 (Round 1 of 11)

125 MSTR: 1. Rich Rosseter (Yam).
250 SPTSMN: 1. Wayne Nix (Hon); 2. Steve Boussard (Hus).
250 MSTR: 1. Ed Garlin (Hon); 2. Joel Nicholson (Hon); 3. Benny Durrough (KTM); 4. James Way (Hon); 5. Rick Hamilton (Can); 6. Bill Burton (Hus); 7. Ray Weir (CZ).
500 SPTSMN: 1. Daniel Way (Yam); 2. Mark Nelson (Mon); 3. Gerald Gresham (Hus); 4. Lawrence Lucia (CZ).
500 MSTR: 1. Gary Koptak (Mai); 2. Greg Carter (Mai); 3. Rick Doughty (Yam).

Upcoming Rounds:
Round 2 - Tyler, TX, March 23
Round 3 - Hollister, CA, April 14

RESULTS

Motocross
TNT MX Park
Milan, TN
March 3

50
Chad Martin Yam
Branden Miller LEM
60
Blair Miller Kaw
Justin Strayhorn Kaw
Justin Tucker Kaw
Matt Kuykendall Kaw
Kevin Stout Kaw
80 JR
Damon Prince Suz
Eric Smith Suz
Chris Dupree Hon
Blair Miller Hon
Eric Goetz Kaw
80 SR
Justin Brown Yam
Chris Brill Yam
Clay Sloan Hon
Michael Lawrence Suz
Justin Kinsland Suz
SCHBY (12-15)
Gavin Burkman Hon
Darrell Blankenship Suz
Chad Killen Hon
John McElroy Suz
Jamie Stavely Yam
16-24
Tim Martin Hon
Derick Moore Hon
250-B
Tim Walker Suz
Danny Seaton Hon
Brandon Langhans Hon
BEG
Jeff Moore Suz
J.D. Swain Kaw
Jimmy Johnson Hon
Darin Emison Hon
Chris Rowlett Suz
4-STRK
Billy Webb Hon
Ronnie Abbott Hon
Jason Stewart Yam
Heath Bush Hon
125 C
Darrel Blankinship Suz
Eric Gillen Kaw
Patrick Bedgood Hon
Chad Killen Hon
Michael Riffle Hon
125 B
Tim Walker Hon
Jason Wright Suz
Tim Martin Hon
125 A/B
Trey Phillips Hon
Gavin Burkman Hon
Jason Perry Suz
250 C
Derrick Moore Hon
Shad Coleman Hon
Carey McGee Hon
Jimmy Cole Hon
Chris Barton Hon
25+
Ronnie Ray Suz
Mark Garrison Yam
30+
Ronnie Ray Suz
Mark Hunt Suz
Joe Stout Yam
250 A/B
Andy Howell Hon
Mark Garrison Yam

Ice Racing
Harry's Roamer's
Season Results
By Brad Bradley

Studded
OPEN A
Hal Nunn Hon
Tracy Zentz Hon
John Castagna Hon
OPEN B
Mike Rentfrow Hus
Tommy Sanilippe Hon
Dan Morgan KTM
Powder Puff
Jan Neshoeffer Kaw
Lori Wollaston Hon
Sandy Ross Hon
0-300 B
Nic Glyskaw Kaw
Steve Hutchcraft Yam
Jerry Mielke Hon
SR B
Jerry Mielke Hon
Nasami Hirokswa Hon
Peter Perez Yam
0-300 A
Mark Erickson Kaw
Bob Podoll Hon
Steve Landrum Suz
301+ EX
Brian Anderson Rtx
Jim Forington Kaw
Clint Cannon Hon
SR A
Mark Erickson Kaw
Bob Podoll Hon
Ronald Gardner Hus
0-300 EX
David Wollaston Hon
Jim Forington Kaw
Kenny Perkins Hon
VINT 2-STRK
Bob Howlan Yam
Kelly Wright Yam
Kennith Ross Hus
VINT 4-STRK
Craig Neshoeffer Yam
Wayne Strum Yam
Byron Raddiff Yam
VINT BEA
Parker Newbanks Jr. Bsa
Jim Sinclaire Hus
Frank Wolf Gre
SPDWY
Pat Litt Jaw
Buck Blair Jaw
Bob Richards Jaw
Non-studded
MSTR
Dave Hersberger Hon
Peter Perez Yam
Mark Hanks Hon
A
Bob Bennet Hon
Parker Newbanks III Hon
Thomas Flint Mon
B
Scotty Walz Yam
Robert Haney Suz
Mark Hanks Hon
MINI A
Aaron Wersinger Hon
Sean Neshoeffer
Michael Neshoeffer
MINI B
Aron Trzyna Yam
Tanner McClure Yam
Joey McClure Yam
NOV
Phillip Herington
Dustin Gorhmin Kaw
Randall Bergin Hon
3rd Wheel
Jan Neshoeffer Yam
Steve McNitt Yam
Craig Neshoeffer Hon

Motocross
Four State
Championship Series
Springfield, MO
March 3

50 (4-6)
Andy Ruppert
Dylan Tomlin
Jerrod Livingston
Derek Johnson
50 (7-8)
Jimmy Albertson
B.J. McKay
Alyssa Sharp
60 (6-8)
Joseph Livingston
Zach Saeinz
Jimmy Albertson
B.J. McKay
Alyssa Sharp
60 (9-11)
Stephan Simmoneau
Michael Simmoneau
Jarrod Williams
Robert Busiek
Earl Heathcock
80 BEG
Chris Muse
Dusty McDonald
Kasey Crowe
Mac McCassland
80 SR
Drew Cuhna
Joe Jarvis
Brandon Butterfly
Ray Ruppert
80 OPEN
Drew Chuna
Dusy McDonald
Scott O'Conner
SCHBY
Aaron Storey
Marty McDonald
125 BEG
Bill Schlater
Kevin Rix
Charles Hachtel
Chris Muse
John Howard
125 NOV
Kenson Goff
Dusty Emerson
Jeremy Watkins
Charles Amodeo
Scott Woods
125 INT
Aaron Storey
Marty McDonald
Chris Burd
Shane Macon
Mike Brooks
250 BEG
Fred Giarette
Bobby Anderson
Tracy Stone
Justin Walke
Kelly Kile
250 NOV
Kenson Goff
Matt Huckelberry
Paul Bobertson
Dusty Emerson
Randy Southard
250 INT
Dustin Taylor
Ryan Powell
Jerry Smith
Chris Schellenberger
30+
Doug Gere
Dennis Tomlin
35+
Brian Albertson
Olen McCassland
Chuck Watkins
OUTLAW
Ron Turner
Lance Jones
Dustin Taylor
Chris Schellenberger

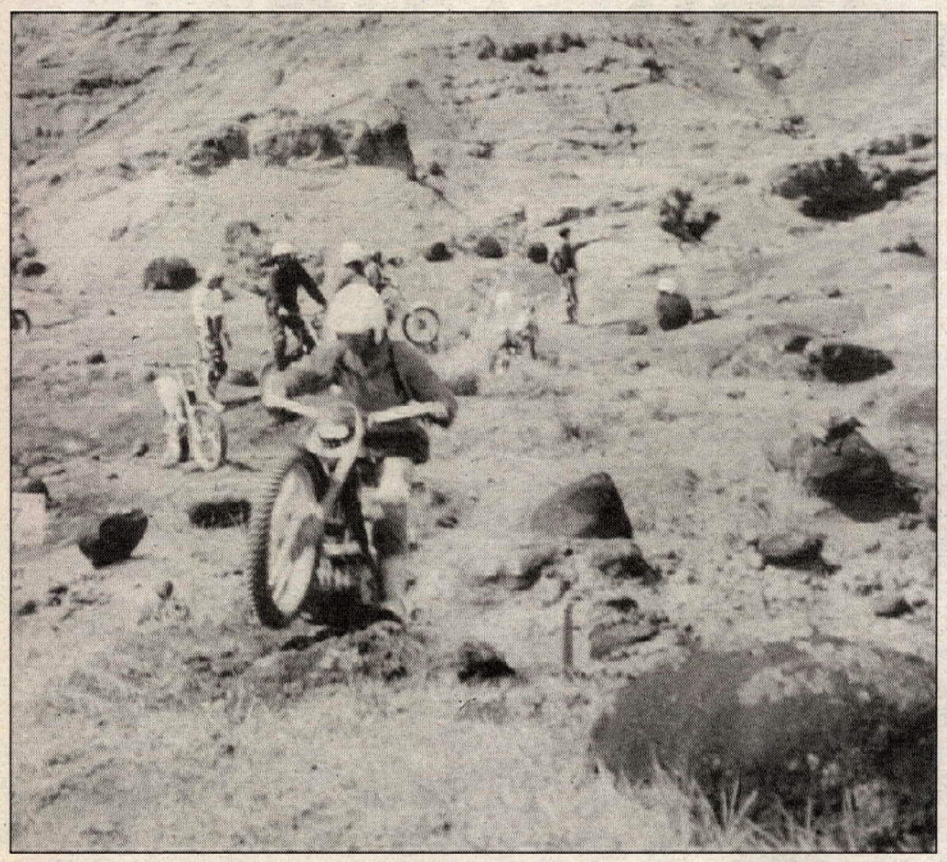
Vintage AHRMA Historic Cup Road Racing Series Round 1 Roebling Road Raceway Faulkville, GA March 1

200 GP	
Butch Sprain	Hon
Tony Smith	Mai
Larry Kirby	Yam
Michael Gontesky	Duc
Eric Pritchard	Tri
250 GP	
Jay Richardson	Duc
Kemp Archibald	Duc
Alex Mclean	
Joe Culbertson	Duc
John Stephens	Duc
350 GP	
David Roper	AJS
Thomas Marquardt	Hon
Jay Richardson	Duc
Johnny Demoisey	Tri
Kemp Archibald	Duc
500 PREM	
Stephen Mathews	Mat
John Cronshaw	Mat
Wolfgang Stropek	Mat
Rusty Lowry	H-D
Ralph Auer	BMW
PRE-40	
Stewart Rogers	
Ralph Auer	BMW
Blake Wilson	Ind
Erich Bley	BMW
Beno Rodi	Nor
C	
Stewart Rogers	Nor
Ralph Auer	BMW
Bob Barker	Gil
Erich Bley	BMW
Beno Rodi	RE
CLSC 60	
David Roper	AJS
Rusty Lowry	H-D
Bob Barker	Nor
Cliff Murray	BSA
Lon McCroskey	AJS
F-250	
Brad Palmer	Yam
Rich Barger	Yam
John Easton	C-A
Craig Mclean	Hon
Charles Lundy	Hon
F-500	
Dave Rosno	Hon
Richard Merhar	Yam
Brad Palmer	Yam
Harold Page Jr.	Yam
George Fitz	Hon
F-750	
Dan Sorensen	Nor
Steve Von Borstel	
Will Harding	
Kenneth Baker	Duc
Gary Slabaugh	Nor
SPTSMN 350	
Timothy Stancill	Hon
Michael Mathews	Hon
Denis Sharon	
Harold Page Jr.	Hon
Stuart Carter	Duc
SPTSMN 500	
Michael Mathews	Hon
Ralph Auer	BMW
Timothy Stancill	Hon
Tom Antor	BSA
Harold Page Jr.	Hon
SPTSMN 750	
Kevin Johnson	Nor
Ed Salley	Yam
Larry Kirby	Yam
Craig McLean	Tri
Geir Jacobsen	Ric
SOS F-1	
Sven Bley	
Kevin Johnson	
Jason Weir	
Craig Wright	
Larry Hanlon	
SOS F-2	
Stewart Rogers	Mat
Eric Sherrer	Hon
Norman Lastovica	
Mark Hatten	Hon
David Goldstein	Yam
SOS F-3	
Stuart Carter	Duc
Siegfried Guttner	H-D
Erich Bley	
Michael Gontesky	Yam
BOT F-1	
Geoff Baines	
Bill St. John	Duc
James Lickwar	Duc
David Fine	
Marty Sauls IV	Duc
BOT F-2	
Chad Healey	Hon
David Fine	
Guenther Weickert	Duc
Robert Thach	Duc
Sebastian Didato	Duc
BOT F-3	
Chad Healy	Hon
Mark Reynolds	Hon
Tom Albano Jr.	Duc
Steve Von Borstel	
Will Harding	
BOT OPEN	
Jeff Reeves	Duc
Bill St. John	Duc
James Lickwar	Duc
David Fine	
Guenther Weickert	Duc
BOT 2-STK	
Bob Newby	Yam
Brad Palmer	Yam
Sean Dwyer	Yam
William Murar	Yam
BEARS	
Walt Dorsch	W-R
Geoff Baines	
Bill St. John	Duc
Will Harding	
Marty Sauls IV	Duc

Vintage AHRMA Demonstration Road Race DeLand Airport DeLand, FL March 7 By Matt Benson

200 GP	
Russell Criswell	Hon
Mark Samuelson	BSA
250 GP	
Russell Criswell	Hon
Guenther Weickert	Duc
Mike Kirby	Bri
Lee Florin	H-D
350 GP	
Adrian Sellars	Nor
500 PREM	
Wolfgang Stropek	Mat
Geoff Ryan	Tri
PRE-40	
Tim Droege	H-D
C	
Thomas Kerr Sr	Vin
CLSSC 60s	
Mark Samuelson	Nor
SPTSMN 350	
Jerry Herman	Hon
Kirk Cossairt	Hon
Steve Staser	Hon
Beasley Ayers	Hon
Jim Rutherford	Hon
SPTSMN 500	
Tim Joyce	Tri
Thomas Kerr Jr.	BSA
Swiss Niederberger	BSA
Roger Sperling	BSA
Rick Patrolia	Tri
SPTMN 750	
Thomas Kerr	
Mike Azzar	Tri
Mark Dolan	Tri
F-250	
John Easton	C-A
Brad Palmer	Yam
John M. Louck	Rok
Julian Poczatek	Yam
F-500	
Brad Palmer	Yam
William Lentz	Yam
Karl Bungerz	Hon
Joey Urbanowski	Yam
Julian Poczatek	Hon
F-750	
Will Harding	M-G
Stan Keyes	Nor
SOS F-1	
Mark Cummings	Bim
John Pickens	Kaw
Colin Fraser	Hon
SOS F-2	
Gary Anderson	Yam
Steven Enter	Hon
Thomas Kerr Sr.	BSA
Colin Fraser	Hon
SOS 2-STK	
Nigel Kinton	Hon
BOT F-1	
Alan Cathcart	Yam
Sebastian Didato	Duc
Guenther Weickert	
BOT F-2	
Sebastian Didato	Duc
Will Harding	M-G
Guenther Weickert	Duc
BOT 2-STK	
Brad Palmer	Yam
Lee Florin	H-D
BEARS	
Guenther Weickert	
Alan Cathcart	Duc
Mark Cummings	Bim

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



(Above left) Clayton Oshita negotiates the rugged terrain of Hawaii's Waimea Canyon State Park during the Kauai Presidents Day Trials.
(Above) Walt Bennett soared at California Racing Club's Bandido Grand Prix in Palmdale, California, taking top honors in the 250cc Beginner class.
(Left) Scott Myers (98) chases 500cc Pro winner Rick Ryan (93) at round four of the GFI California Winter Series. Myers would finish third.

Waller roars at Bear Creek Enduro

By Randy Presthus

KIRBY, AR, MAR. 3
George Waller Jr. defeated all comers in the 13th Annual Bear Creek Enduro presented by the Texarkana Dirt Riders in forests surrounding Lake Greeson.

Rusty Reynaud came of retirement to earn first in the AA class, two points off Waller's pace in this SERA/BJEC event that drew 400 riders from 12 states. The trails consisted of tight woods sections characterized by endless exposed roots, broken up by steep uphills littered with jagged rocks the size of soccer balls. The short course went 71 miles, the long course 93. Numerous resets broke up the tough trail sections, making the event extremely enjoyable. Good trail marking coupled with spot-on mileage added to the overall success of the event.

Results

O/A: 1. George Waller.
AA: 1. Rusty Reynaud; 2. Vincent Davis; 3. Steve Travis; 4. Nolan Knight; 5. Jeff Fischer.
200 A: 1. Nathan Knight; 2. Daren Ogden; 3. Gary Walkup; 4. Rick Owens; 5. Brad Hilker.
250 A: 1. Mike Monroe; 2. Peter Boredes; 3. Allen Haynes; 4. Mark Kendall; 5. Jim Ingram.
OPEN A: 1. Mike Shown; 2. Wesley King; 3. Jimmy Ward; 4. Steve Underwood; 5. Jimbo Mitchell.
INT A: 1. Gregg Goglen; 2. Kevin Miller; 3. Steve Fow; 4. Gary Little; 5. Tony Ligon.
SR A: 1. Wayne Beindorf; 2. Rocke Weaver; 3. Harold Compton; 4. Ron Shreve; 5. Terry Brumley.
SR SPTSMN A: 1. Randy Presthus; 2. Rick Robinett; 3. Luther Stem; 4. Ken Thompson; 5. Tony Wood.
S/SR A: 1. Darrell Judy; 2. Ronnie Ciero; 3. Charlie Burke; 4. Gerald Pearson; 5. Bob Pike.
YTH A: 1. Mike Climer; 2. Jared Jackson; 3. Jon Shoalmire; 4. Jesse Faulstick; 5. Danny White.
4-STRK LONG: 1. Kevin Boyle; 2. Darren Jerome.
200 B: 1. Matt Joachin; 2. Mark Phillips; 3. Dale Lee Rector; 4. Chad Belcher; 5. John Welsch.
250 B: 1. Blake Plonsky; 2. Brian Hudson; 3. James Eliff; 4. Bobby Joe Stults; 5. David Gerbes.
INT B: 1. Mike Higuera; 2. Phil Cocharan; 3. Steve Undem; 4. Scott Duncan; 5. David Jones.
SR B: 1. Royce Wyatt; 2. Royce Guidry; 3. Larry McClellan; 4. Dan Wylie; 5. Steve Pierce.
S/SR B: 1. Phillip McMillan; 2. Jody Coleman; 3. Ray Melton; 4. Carl Ivey; 5. Larry Knotts.
YTH B: 1. Chase Dunn; 2. Clint Gann; 3. Cody Fow; 4. Aaron Willis; 5. Clint Carr.
S/55: 1. Zahn Lewis; 2. Clarence Bonafacius; 3. Marv Donaldson; 4. Jim Letellier; 5. Jack McCutcheon.
4-STRK SHORT: 1. Jon Yarbrough; 2. Mike Wylie; 3. Neal Daley Jr.; 4. Wayne Crosby; 5. David Mullens.
200 C: 1. Matthew Glenn; 2. Reese Comeaux; 3. Tyler Steele; 4. Jamie Mathew; 5. Robert Stuckert.
250 C: 1. Lucas Comeaux; 2. John G. Hunt; 3. Dennis Stanley; 4. Stewart Hale; 5. Daniel Sandridge.
OPEN C: 1. Tim Edwards; 2. John Fagan; 3. David Miller; 4. Joshua Cook; 5. Wayne Grantham.
INT C: 1. Tim Carr; 2. Charlie Ellis; 3. Mike Barnes; 4. Jimmy Ratliff; 5. Elston Moore.
SR C: 1. Danny Stevens; 2. Rick Marr; 3. Mike Chudy; 4. Les Blizzard; 5. Neal Gagle.
WMN: 1. Donna Moore; 2. Katrina Royster; 3. Lisa Yother; 4. Sherry Comeaux.

Higgins king of Kauai Trials

By Valerie Barretto-Oshita

WAIMEA CANYON, HI, FEB. 19
Arthur Higgins ruled the Expert class at the Kauai Annual Presidents day Trials at the Waimea Canyon State Park.

Clerks of the course Clayton Oshita and Rodney Sonoda laid out eight sections each for Beginner, Novice, Intermediate and Advance classes, and nine for the Experts. The sections were ridden in a loop three times. Sections for the lower classes were very tight and technical with a lot of off-cambers, steep hillsides and small steps. The upper-class sections contained large boulders strewn about the red dirt of the washouts. Expert section nine was ridden exhibition-style at the end of the day. Six riders made the trip from Oahu. Beside the trials event, they were treated to an entire weekend of trials riding by the guys from Kauai.

Results

BEG: 1. Robin Duarte; 2. James Marshall.
NOV: 1. Clayton Silva; 2. John Rosario; 3. Robby Stone; 4. Randy Weir; 5. Thomas Ching.
INT: 1. Bill Shepard; 2. Clayton Oshita; 3. Kenny Seigler; 4. Robert Tawlins; 5. Patrick Kaihara.
ADV: 1. Rodney Sonoda; 2. Stuart Cilleres; 3. Peter Erwin.
EX: 1. Arthur Higgins; 2. John Domke; 3. Marvin Oshita; 4. Russell Andrade; 5. Warwick Gray; 6. Phill Oveland; 7. Johnny Upshaw.

Barlow, Bennett blitz Bandido GP

By Greg Robertson

PALMDALE, CA, MAR. 3
Mike Barlow and Walt Bennett rode to impressive wins in the 125cc and 250cc Beginner classes respectively during California Racing Club's Bandido Grand Prix held at Los Angeles County Raceway.

Fourteen-year-old Chaz Smith roosted the pack of 125cc Beginners through the first turn. Evert Smith held down second ahead of Ben Stuelke and Clint Ewing. Barlow had trouble firing up his bike at the dead-engine start and rounded the first turn 10 seconds behind the field. By lap two, Chaz Smith had a 6-second lead over Evert Smith. Barlow was slicing through the pack and was already up to fourth place. Barlow passed Ewing, then railed around Evert Smith to take over the runner-up position a lap later. Barlow put it in overdrive and within another circuit of the sand track had Chaz Smith in his sights. When Barlow started showing Smith his front fender, Smith turned it up a notch to keep him at bay. A frustrated Barlow cut underneath Smith upon landing off the finish-line jump and set himself up with the inside line in the following turn to grab the lead. Barlow finished with a 20-second lead. Evert Smith got past Chaz Smith to finish in second place.

A three-way battle for the lead erupted right from the start of the 250cc Beginner race among Bud Lewis, John Bevan and Bennett. Bennett emerged on top after a couple of laps with Lewis fighting off Bevan. Bennett appeared to have the big sandy berms mastered as his lead grew with each passing lap right up to the finish. Bevan passed Lewis for second, but Lewis never gave up and after 30 minutes got the break he needed when Bevan tipped over in a slow turn to hand second to Lewis.

Results

P/W YAM (0-6): 1. Drew Gosselaar (Yam); 2. Charles Messer (Yam); 3. Nick Robertson (Yam); 4. Shawn Butler (Yam); 5. William Luna (Yam).
P/W S/STK (0-6): 1. Tye Hames (KTM); 2. Wesley Parrish (LEM); 3. Tanner Langham; 4. Doug Carter (KTM); 5. Kahn Nickolson (KTM).
P/W S/STK (7-9): 1. Robert Memoli (KTM).
60 (0-8): 1. Edward Herring (Kaw); 2. Dave Carter (Kaw); 3. Tanner Alexander (Kaw).
60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Vincent Rhoads (Kaw); 3. Jared Tebo (Kaw); 4. Andrew Nason (Kaw); 5. Troy Tittlemier (Kaw).
80 BEG: 1. Kit Kunath (Yam); 2. Jason Beauchesne (Yam); 3. Nick Berend (Suz); 4. Caleb Gosselaar (Kaw).
80 (7-11): 1. Shane Smith (Hon); 2. Vincent Rhoads (Yam); 3. Blake Mitchell (Hon); 4. Richard Enbanks (Yam); 5. Josh Flint (Suz).
80 (12-13): 1. J.R. Terry (Yam); 2. Donnie Durrer (Hon); 3. Todd Gosselaar (Hon); 4. Brent Gilliam; 5. William Arther (Suz).
80 (14-16): 1. Jason Webb (Suz); 2. Kelly Vogel (Hon).
B/W: 1. Kenny Seely (Kaw).
VINT: 1. Ken Greene (CZ); 2. Gary Egloff (Mai); 3. Mike O'Donnell (Yam); 4. Steve Sagely (Yam); 5. Joel Hanson (Hon).
125 BEG: 1. Mike Barlow (Suz); 2. Evert Smith (Suz); 3. Chaz Smith (Suz); 4. Clint Ewing (Suz); 5. Ben Stuelke (Suz).
125 NOV: 1. Bryan Lang (Hon); 2. Justin Duganne (Suz); 3. Sean Haworth (Yam).
125 INT: 1. Chris Neitzel (Kaw).
PRO: 1. Nick Mairose (Suz).
250 BEG: 1. Walt Bennett (Kaw); 2. Bud Lewis (Yam); 3. John Bevan (Kaw); 4. Josh Price (Yam); 5. Jason Payne (Yam).
250 NOV: 1. Cole Townsend (Hon); 2. Dan King (Yam); 3. Alvin Zalamea (Suz); 4. Mike Tomlinson (Hon); 5. Jason Fischer (Suz).
250 INT: 1. Tod Sciacqua (Suz).
500 NOV: 1. Norm Schiel (Hon).
500 INT: 1. Karl Allen (Hon); 2. Eric Fleming (Kaw).
JR VET BEG: 1. John Bevan (Kaw); 2. Pasha Afshar (Yam); 3, Adam Alush (Hon); 4. Ron Gregg (Yam); 5. Rebecca Gregg (Suz).
JR VET NOV: 1. Steve Hill (Kaw); 2. Sean Haworth (Yam); 3. Gabi Abayou (Hon); 4. Brian Hill (Kaw).
JR VET INT: 1. Marty Estes (Kaw); 2. Robert Laughlin Jr. (Hon).
JR VET EX: 1. Tod Sciacqua (Suz).
VET BEG: 1. Carl Legaspi (Kaw); 2. Richard Marshall (Hon); 3. John MacMiller (Suz); 4. Randy Beavens (Suz); 5. Tim Kelly (Yam).
VET NOV: 1. Ron Orner (Hon); 2. Mike DeStefano (Kaw); 3. Greg Robertson (Hon); 4. Mike Dunlap (Kaw); 5. Bob Muckelroy (Hon).
VET INT: 1. Bob Stephenson (Hon); 2. Dean Ostrander (Hon); 3. Eric Fleming (Kaw); 4. Randy Wilkins (Suz); 5. Harold Smith (KTM).
VET EX PRO: 1. Drey Dircks (Hon); 2. Eric Casas (Yam); 3. Marc Johnson (Suz); 4. Rodney Morrison (Hon); 5. Jon Wilson (Suz).
SR BEG: 1. Larry Kirsch (Hon); 2. Rick Bohannan (Kaw); 3. John King (Yam).

SR NOV: 1. Charles Howell (Yam); 2. Richard Stuelke (ATK); 3. Ruthann Renaux (Hon).

SR INT: 1. Raymond Dally (Hon); 2. Norm Schiel (Hon).

SR EX: 1. Rick Johnson (Hon); 2. Ken Renaux (Hon); 3. Randy Anderson (Yam); 4. Lee Johnson (Yam); 5. Jeff Larson (Kaw).

IM 80: 1. Donny Wiggins.

IM VET: 1. Mark Jones.

TM: 1. Sean Haworth/Chris Neitzel; 2. Jim Parrish/Randy Wilkins; 3. Lee Saul/Richard Marshall; 4. Greg Williams/Kyle Reutgen; 5. Kevin Tarwater/Jason Webb.

Holland hustles Hangtown Motocross

By Mark Hawkins

GORMAN, CA, MAR. 11, 1996

New Team Pro Circuit-Kawasaki rider Rusty Holland didn't look like a greenhorn at round four of the GFI California Winter Series at Prairie City SVRA, as he led an 18-racer 250cc Pro field in his first overall win since joining the team.

As the first 250cc Pro moto started, so did the rain. Suzuki Factory Rider Rodney Smith took off from the far outside in the first 250cc Pro moto for the early lead. Smith was followed by Holland, local favorite Scott Myers, Dean Matson and Ricky Ryan. It was soon apparent that the race to the checkered would be between Smith and Holland, as by the end of lap one these two had begun to open up a sizable lead over the third-place Myers. All eyes were on the two leaders as Holland began to reel in Smith. On the wide open uphill double-double in the second lap, Holland outjumped Smith for the lead and never looked back.

By now rain was becoming a real factor in the race, as the track surface was becoming slick. One section in particular was very difficult, a very steep downhill into a 180-degree right-hander and then back up the hill, Along with Holland and Smith, only Myers and Ryan looked unaffected by the slippery conditions. Holland continued to pull away from Smith and Ryan found his way around Myers when Myers cross-rutted in a corner. Holland would claim the moto victory while Smith held on for second. Third went to Ryan, fourth to Myers and Matson rounded out the top five.

By the end of the first round of motos, track officials deemed it unsafe to continue racing and called the race complete. Overalls were awarded by moto-one finishes.

Results

125 PRO: 1. Rodney Smith (Suz); 2. Rusty Holland (Kaw); 3. Rick Ryan (Yam); 4. Spud Walters (Suz); 5. Ray Crumb (Suz)

250 PRO: 1. Rusty Holland (Kaw); 2. Rodney Smith (Suz); 3. Rick Ryan (Suz); 4. Scott Myers (Kaw); 5. Dean Matson (Suz).

500 PRO: 1. Rick Ryan (Hon); 2. Ty Birdwell (Hon); 3. Scott Myers (Hon); 4. Eric Sandstrom (Hon); 5. Jon Nelson (Hon).

VET PRO: 1. Rodney Smith (Suz); 2. Jon Nelson (Suz); 3. Brett Cross (Suz); 4. Randy Medley (Suz); 5. Geoff Woods (Suz).

50 BEG STK (0-8): 1. Anthony Hernandez (KTM); 2. Ryan Ferris (LEM); 3. Bobby Howard (KTM); 4. Kyle Parino (LEM).

50 NOV STK (0-8): 1. Paul Lawrence (KTM); 2. Kayla Olson (LEM); 3. Zach Ham (LEM); 4. Corey Pennington (KTM); 5. Bryar Perry (KTM).

50 NOV STK (9-11): 1. A.J. Perez (Yam).

60 BEG (0-8): 1. Paul Lawrence (Kaw); 2. Adam Kowalezyk (Kaw); 3. Jared Morrison (Kaw); 4. Dean Kolstad (Kaw); 5. A.J. Kenyon (Kaw).

60 BEG (9-11): 1. David Darsey (Kaw); 2. Justin Godoy (Kaw); 3. Kyle Rytter (Kaw); 4. Sharkman Stone (Kaw); 5. Robert Gilles (Kaw).

60 NOV (9-11): 1. Iceman Hernandez (Kaw); 2. Charlie Morrison (Kaw); 3. Brett Markarian (Kaw); 4. Justin Woods (Kaw).

80 BEG: 1. Charlie Morrison (Hon); 2. Christopher Loredo (Kaw); 3. Jesse Dawson (Hon); 4. Billy Jurevich (Kaw); 5. Skip Norman (Yam).

80 NOV: 1. Jon Replogle (Suz); 2. Randy Norman (Yam); 3. Michael Patterson (Hon); 4. Jesse Olson (Hon); 5. Dylan Vicha (Yam).

80 INT: 1. J.J. Cummings (Suz); 2. Dustin Miller (Hon); 3. Mike Mason (Suz); 4. David Boothe (Hon); 5. Nathan Tiearney (Suz).

125 BEG: 1. Lee McLaughlin (Suz); 2. David Hallee (Kaw); 3. Jerry Leath (Suz); 4. Kurt Smith (Suz); 5. Dennis James (Hon).

125 NOV: 1. Justin Scullen (Suz); 2. Harold Hageman (Hon); 3. Michael DiLoreto (Yam); 4. James Totten Jr. (Hon); 5. Paul Latala (Suz).

125 INT: 1. Cliff Cook (Hon); 2. Craig Humphrey (Suz); 3. Aaron Cheselske (Suz); 4. Paul Temmerman (Suz); 5. Hawk White (Yam).

250 BEG: 1. Ryan LoFranco (Hon); 2. Morgan Burdette (Kaw); 3. Steve Remmen (Hon); 4. Jamey Parker (Kaw); 5. Mike Embry (Yam).

250 NOV: 1. Kervyn Cole (Kaw); 2. Jordan White (Hon); 3. Steve Hlebo (Kaw); 4. Phil Segundo (Hon); 5. Steve Vittone (Kaw).

250 INT: 1. Donovan Mitchell (Yam); 2. Cliff Cook (Suz); 3. Mike Hodges (Suz); 4. Craig Humphrey (Suz); 5. John DePauw (Yam).

500 NOV: 1. Michael Segundo (Hon); 2. Karl Selitsch (Hus); 3. Phil Rose (Hon).

500 INT: 1. Cliff Cook (Hon); 2. Mike Hodges (Hon); 3. Levi German (Hon); 4. David Pile (Hon); 5. James Williams (Hon).

BEG (25-29): 1. Jamey Parker (Kaw); 2. Ray Feldman (Hon); 3. Peter Ellis (Hon); 4. William Serpa (Yam); 5. Tony Dias (Yam).

INT (25-29): 1. Mike Hodges (Suz); 2. John Matalamaki (Suz); 3. Greg Pennington (Suz); 4. Geoff Woods (Suz); 5. Dean May (Hon).

VET BEG: 1. Susan Smith (Hon); 2. Jeff Broussard (Hon); 3. Shawn Walhingstich (Hon); 4. Troy Lindell (Hon); 5. Ken Porter (Kaw).

VET NOV: 1. Mark Dawson (Kaw); 2. Scott Medley (Hon); 3. Ed Pegoda (Hon); 4. Don Hodgson (Yam); 5. David Helton (Hon).

VET INT: 1. Greg Pennington (Suz); 2. Steven Richards (Yam); 3. John Matalamaki (Suz); 4. Joey McCrummen (Yam); 5. David Hallee (Kaw).

OT NOV: 1. Leroy Smith (Suz); 2. George Golling (Suz); 3. Ernie Cabral (Suz).

OT EX: 1. Dirk Temmerman (Suz); 2. Alan McGehee (Hon); 3. Jim Lamkin (Hon); 4. Robert Hershey (Hon); 5. John Cummings (Suz).

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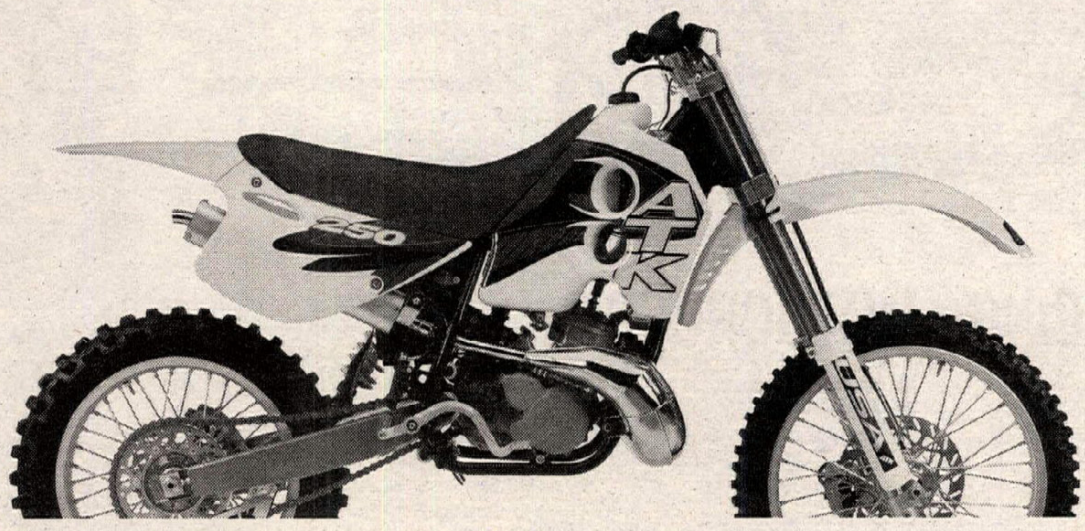

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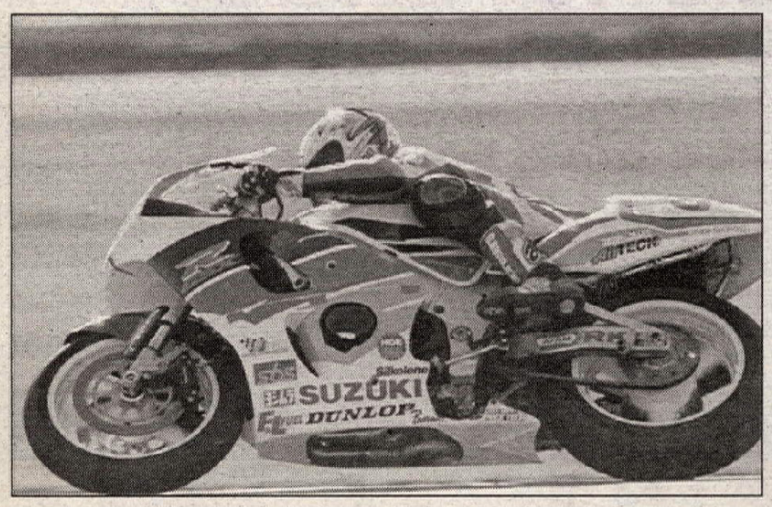


AARON YATES

ROAD RACING

AMA SUPERBIKE SERIES
(After 1 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (35/1 win)
2. Scott Russell (Suz), Alpharetta, GA (32)
3. Colin Edwards II (Yam), Conroe, TX (30)
4. Pascal Picotte (Suz), Canada (28)
5. Doug Chandler (Kaw), Salinas, CA (26)
6. Steve Crevier (Hon), Canada (25)
7. Aaron Yates (Suz), Milledgeville, GA (24)
8. Tom Kipp (Yam), Chardon, OH (23)
9. Larry Pegram (Duc), Baltimore, OH (22)
10. Chris Carr (H-D), Valley Springs, CA (21)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 1 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (36/1 win)
2. Mike Smith (Kaw), Canton, GA (32)
3. Thomas Stevens (Kaw), Sanibel Island, FL (30)
4. Yves Briguet (Hon), Exton, PA (28)
5. Doug Toland (Hon), Buena Park, CA (26)
6. Steve Crevier (Hon), Canada (25)
7. Christian Zwedorn (Hon), Austria (24)
8. Jamie Bowman (Hon), Tequesta, FL (23)
9. Gerald Rothman Jr. (Hon), Manchester, CT (22)
10. Ben Bostrom (Hon), Redondo Beach, CA (21)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 1 of 10 rounds)

1. Aaron Yates (Suz), Milledgeville, GA (35/1 win)
2. Pascal Picotte (Suz), Canada (32)
3. Doug Chandler (Kaw), Salinas, CA (30)
4. Michael Barnes (Suz), Boca Raton, FL (28)
5. Mark McDaniel (Suz), Santa Rosa, CA (26)
6. Mark Miller (Suz), Long Beach, CA (25)
7. Jason Pridmore (Kaw), Ventura, CA (24)
8. Jim Leslie (Suz), Ridgefield, CT (23)
9. Thomas Stevens (Kaw), Sanibel Island, FL (22)
10. Frank Wilson (Suz), Canada (21)

AMA/ELF 250cc GRAND PRIX SERIES
(After 1 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (35/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (32)
3. Roland Sands (Yam), Long Beach, CA (30)
4. Bobby Keith (Yam), Redwood City, CA (28)
5. Mark Foster (Yam), San Juan Capistrano, CA (26)
6. Greg Esser (Yam), Pompano, FL (25)
7. Nick Ienatsch (Yam), Los Angeles, CA (24)
8. Perry Melneciuc (Hon), Lehigh Acres, FL (23)
9. Kristian Kass (Yam), Paramount, CA (22)
10. Jason Roth (Yam), Dublin, CA (21)

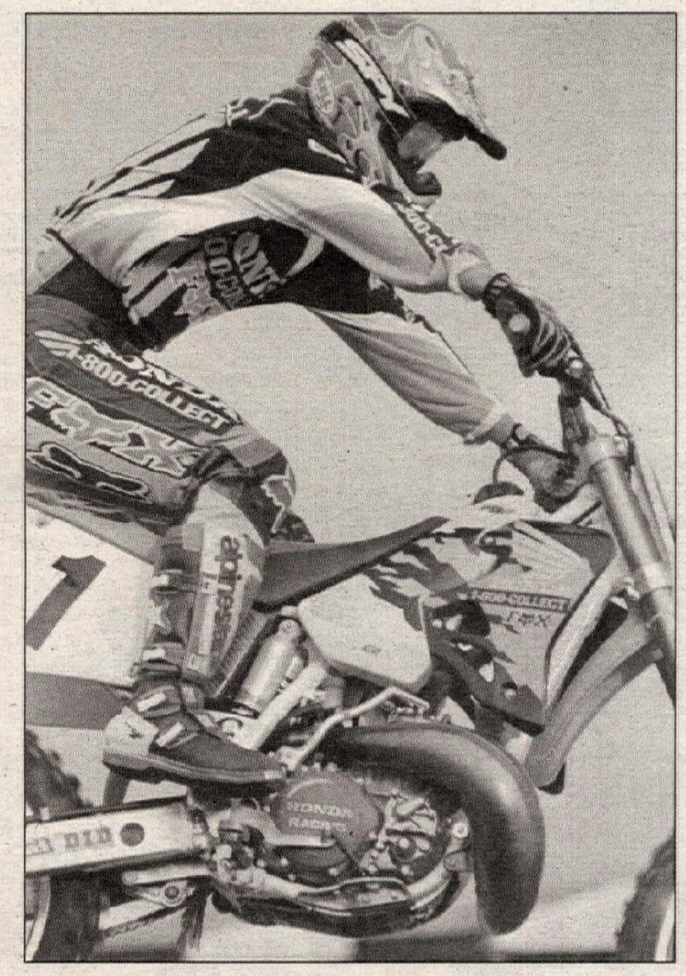
AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 1 of 10 rounds)

1. Matt Wait (H-D), Lodi, CA (36/1 win)
2. Ben Bostrom (H-D), Redondo Beach, CA (32)
3. Dave Estok (H-D), Daytona Beach, FL (30)
4. Scott Zampach (H-D), West Bend, WI (28)
5. Nate Wait (H-D), Lodi, CA (26)
6. Chuck Blackmon (H-D), Greenwood, SC (25)
7. Hikaru Miyagi (H-D), Newport Beach, CA (24)
8. Brian Gibbs (H-D), Stockbridge, GA (23)
9. Tripp Nobles (H-D), Macon, GA (22)
10. Rob Hermans (H-D), Australia (21)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 8 of 15 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (200/8 wins)
2. Damon Huffman (Kaw), Acton, CA (146)
3. Jeff Emig (Yam), Riverside, CA (124)
4. Mike LaRocco (Suz), South Bend, IN (119)
   Damon Bradshaw (Yam), Mooresville, NC (119)
6. Ryan Hughes (Kaw), Escondido, CA (110)
7. Steve Lamson (Hon), Riverside, CA (107)
8. Phil Lawrence (Kaw), Menifee, CA (104)
9. Ezra Lusk (Suz), Bainbridge, GA (86)
   Brian Swink (Hon), Reddick, FL (86)



JEREMY McGRATH

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 5 of 12 rounds)

1. John Dowd (Yam), Chicopee, MA (107/1 win)
2. Mickael Pichon (Kaw), LeMans, France (96/2)
3. Tim Ferry (Suz), Palm Harbor, FL (83)
4. Nathan Ramsey (Suz), Hixson, TX (64)
5. Cory Keeney (Yam), Oakdale, MN (54)
   Brian Deegan (Hon), Bellevue, NE (54)
7. Scott Sheak (Suz), Hudson, NY (49)
8. Jeff Curry (Suz), Saginaw, MI (43)
   Jim Neese (Hon) Whitsett, NC (43)
10. Davey Yezek (Suz), Mount Pleasant, PA (39)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 4 of 7 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (100/4 wins)
2. James Dobb (Suz), Corona, CA (89)
3. Greg Schnell (Suz), Cucamonga, CA (79)
4. Kim Ashkenazi (Hon) Australia (66)
5. Mike Brandes (Suz), Ukiah, CA (64)
6. David Pingree (Kaw), Menifee, CA (52)
7. Jeff Willoh (Hon), Glendale, CA (46)
8. David Vuillemin (Kaw), France (45)
   Pedro Gonzalez (Hon), Mexico (45)
10. Rusty Holland (Kaw), Fresno, CA (39)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 1 of 13 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (50/1 win)
2. Jeff Emig (Kaw), Riverside, CA (44)
3. Ryan Hughes (Kaw), Escondido, CA (40)
4. Damon Bradshaw (Yam), Mooresville, NC (33)
5. Greg Albertyn (Suz), Corona, CA (29)
6. Phil Lawrence (Kaw), Menifee, CA (27)
7. Ronnie Tichenor (Suz), Palm Harbor, FL (26)
   Mike LaRocco (Suz), South Bend, IN (26)
9. Kyle Lewis (Yam), Rosamond, CA (25)
10. Jimmy Button (Yam), Corning, NY (24)

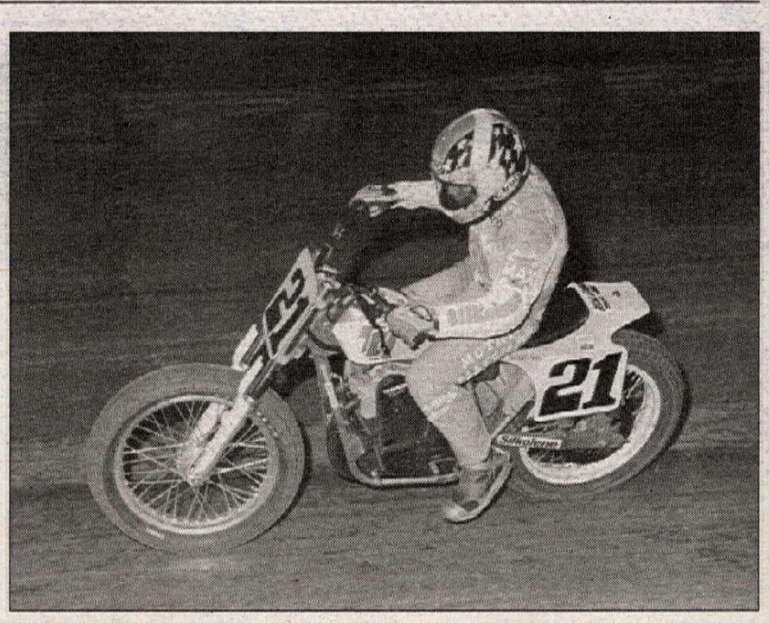
AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 1 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (47/1 win)
2. Scott Sheak (Suz), Germantown, NY (40)
3. Mike Brown (Hon), Gray, TN (38)
4. Mickael Pichon (Kaw), France (34)
   Damon Huffman (Kaw), Acton, CA (34)
6. Larry Brooks (Yam), El Cajon, CA (27)
   James Dobb (Suz), Corona, CA (27)
8. Brian Deegan (Hon), Menifee, CA (26)
9. Casey Johnson (Kaw), Riverside, CA (24)
   Tim Ferry (Suz), Palm Harbor, FL (24)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 1 of 22 rounds)

1. Will Davis (H-D), Goldsboro, NC (23/1 win)
2. Rich King (Hon), Waterloo, IA (19)
3. Kevin Varnes (Hon), Pottstown, PA (16)
4. Brett Landes (Hon), Los Gatos, CA (15)
5. Georgie Price IV (H-D), Sicklerville, NJ (14)
6. Ricky Graham (Hon), Salinas Valley, CA (13)
7. Joe Kopp (H-D), Mica, WA (12)
8. Ronnie Jones (Hon), Oklahoma City, OK (11)
9. Kevin Atherton (H-D), White Pigeon, MI (10)
10. Ken Coolbeth Jr. (H-D), Warren, CT (9)



WILL DAVIS

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 3 rounds)

1. Steve Morehead (Rtx), Findlay, OH (23/1 win)
2. Georgie Price IV (Rtx), Sicklerville, NJ (19)
3. Ricky Graham (Hon), Salinas Valley, CA (16)
4. Rich King (Hon), Waterloo, IA (15)
5. Charlie Orr (Rtx), Dallas, TX (14)
6. Roger Durkee (Rtx), Dudley, MA (13)
7. Brett Landes (Rtx), Los Gatos, CA (12)
8. Kevin Atherton (Rtx), White Pigeon, MI (11)
9. Davey Camlin (Rtx), Rock Island, IL (10)
10. Terry Poovey (Rtx), Euless, TX (9)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 1 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (30/1win)
2. Patrick Garrahan (Kaw), Boulder Creek, CA (25)
3. Steve Hatch (Suz), Ithaca, NY (21)
4. Randy Hawkins (Suz), Travelers Rest, SC (18)
5. Kevin Hines (CRE), East Wareham, MA (16)
6. Larry Roeseler (Kaw), Hesperia, CA (15)
7. Kelby Pepper (Kaw), Center, CO (14)
8. Michael Lafferty (KTM), Millville, NJ (13)
9. Brian Garrahan (Kaw), Boulder Creek, CA (12)
10. Jason Dahners (KTM), Redmond, WA (11)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 1 of 7 rounds)

1. Ty Davis (Kaw), Hesperia, CA (30/1 win)
2. Paul Krause (Kaw), Irvine, CA (25)
3. Todd Hoy (KTM), Long Beach, CA (21)
4. Jeff Capt (Hon), Glendora, CA (18)
5. Johnny Campbell (Hon), San Juan Capistrano, CA (16)
6. Destry Abbott (KTM), Phoenix, AZ (15)
7. Greg Zitterkopf (Kaw), Chino, CA (14)
8. Larry Roeseler (Kaw), Hesperia, CA (13)
9. Dave Ondas (Kaw), Huntington Beach, CA (12)
10. Abe Baumann (Kaw), Garden Grove, CA (11)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 1 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (30/1 win)
2. Steve Hatch (Suz), Ithaca, NY (25)
3. Scott Plessinger (KTM), Hamilton, OH (21)
4. Brian Garrahan (Kaw), Boulder Creek, CA (18)
5. Rich Taylor (Hon), Ketchum, ID (16)
6. Patrick Garrahan (Kaw), Boulder Creek, CA (15)
7. Cole Marshal (Hon) (14)
8. Jason Dahners (KTM), Redmond, WA (13)
9. Eric Mashbir (Hon), Oakland, CA (12)
10. Matthew Stavish (KTM), Blaine, MN (11)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 1 of 12 rounds)

1. Scott Summers (Hon), Petersburg, KY (20/1 win)
2. Ty Davis (Kaw), Hesperia, CA (19)
3. Steve Hatch (Suz), Ithaca, NY (18)
4. Rodney Smith (Suz), Oakley, CA (17)
5. Fred Andrews (Yam), Salem, OH (16)
6. Scott Plessinger (KTM), Hamilton, OH (15)
7. Guy Cooper (Suz), Stillwater, OK (14)
8. Keith Johnson (Kaw), Penbrook, MA (13)
9. Randy Hawkins (Suz), Travelers Rest, SC (12)
10. Tom Norton (Yam), Norfolk, MA (11)

TY DAVIS

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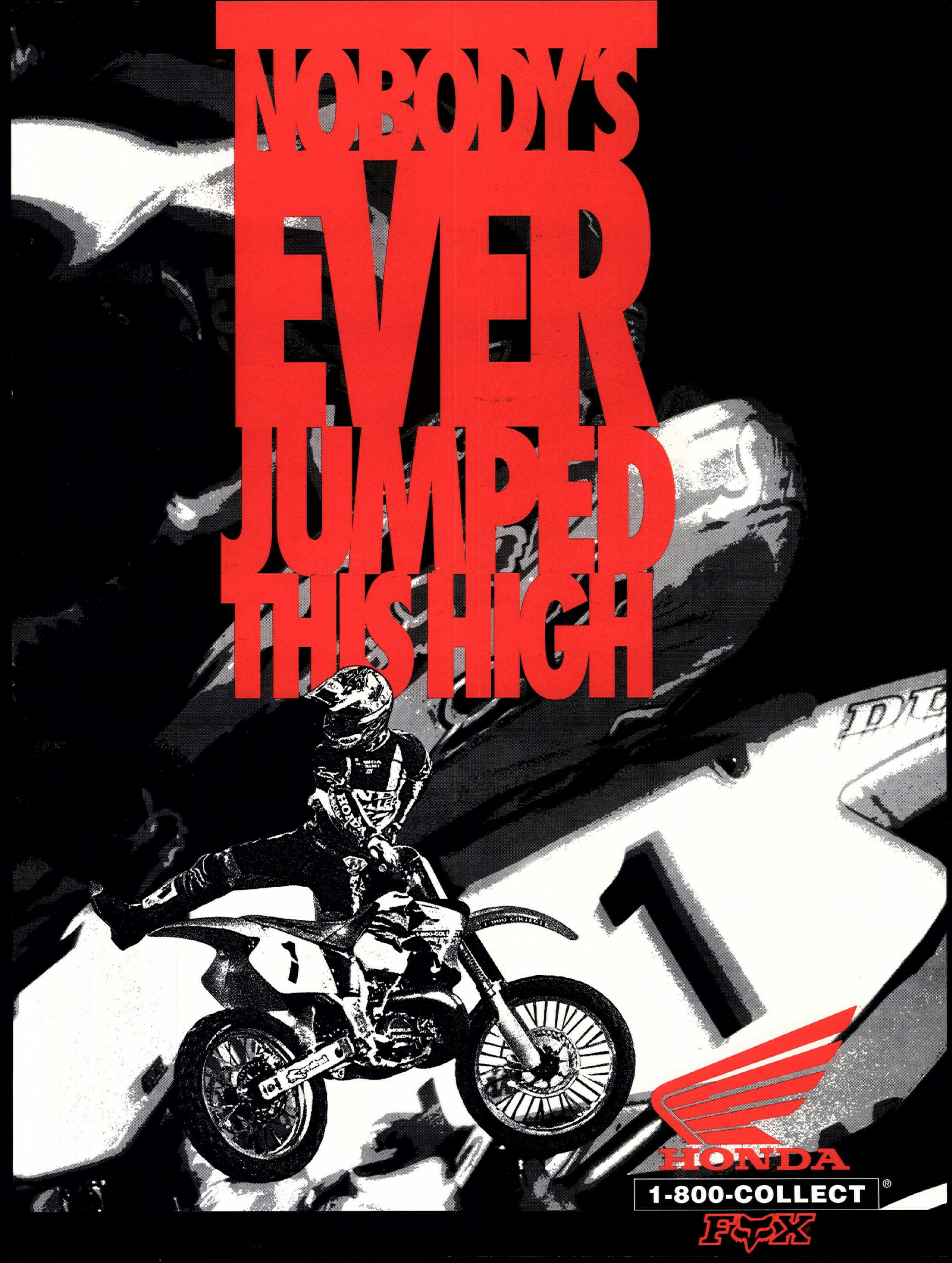
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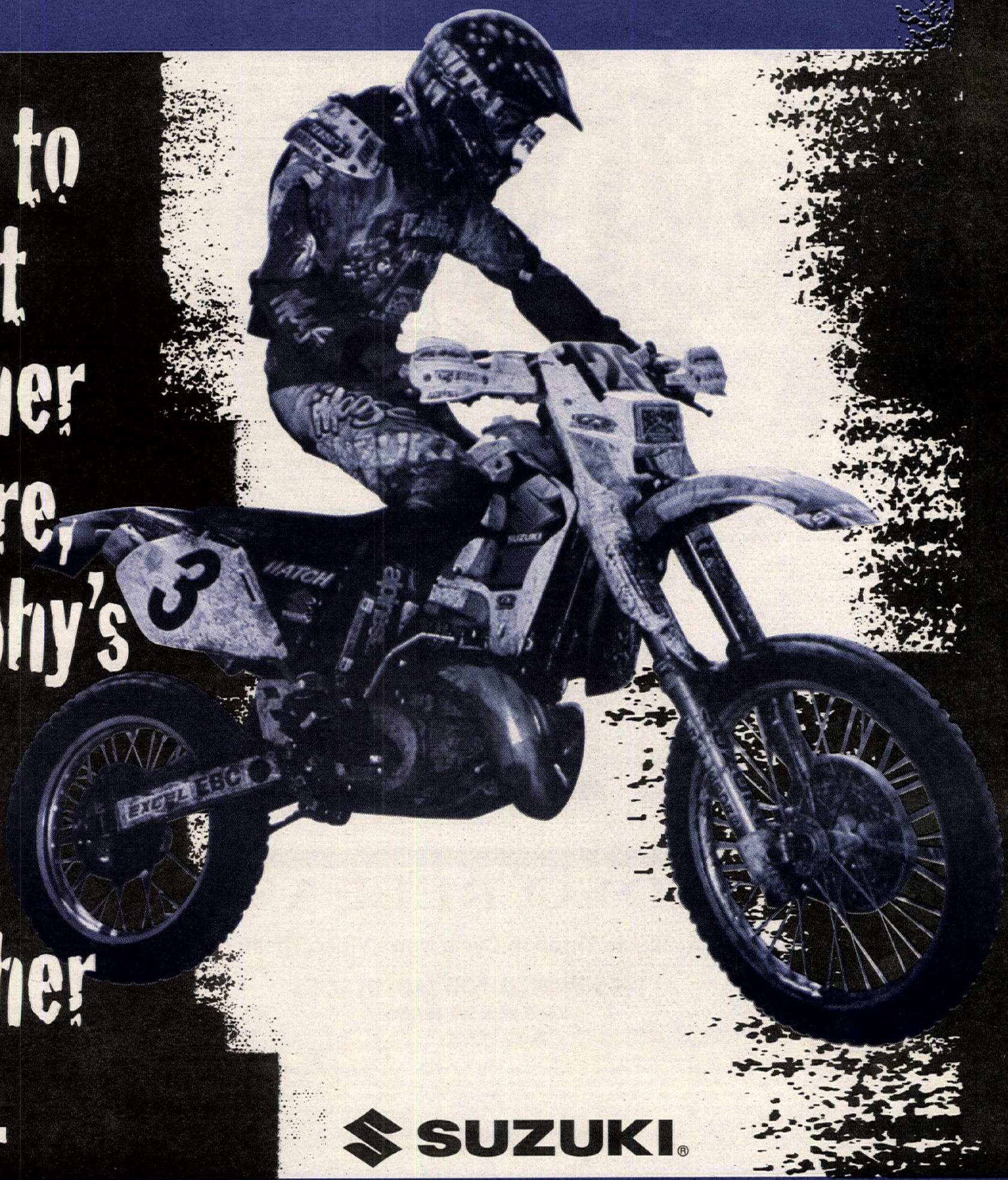
Welcome to the Alligator Enduro. Where there's plenty of mud. Swamp-sand. Mud. Tree roots. Whoops. Mud. Ruts. And did we mention the mud? Listen, if something's going to go wrong, it's going to go wrong here. Unless your name is Steve Hatch, that is, who won the over-all for the second time in his career by only dropping a stingy 15 points. Pretty sweet day, especially considering that his Suzuki-riding teammates Guy Cooper and Mark Hyde also won their respective A-250 and A-Vet classes. Hey, it's something that seems to happen a lot when guys are on Suzukis. No matter who they're up against.

How to beat Mother Nature, Murphy's Law and Father Time.



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Amateur Regionals include classes 1-14
Youth Regionals include classes 15-30

AMATEUR A & B/+25/VET/SR/MR

** 1. 125 A Stock
2. 125 A Modified
** 3. 125 B Stock
4. 125 B Modified
** 5. 250/Open A Stock
6. 250/Open A Modified
** 7. 250 B Stock
8. 250 B Modified
9. Open B/C
10. Plus 25 yrs
11. Vet A Plus 30 yrs
12. Vet B Plus 30 yrs
13. Senior Plus 40 yrs
14. Masters Plus 50 yrs (20 riders)

YOUTH/AMATEUR C/WOMEN

** 15. 51 AMA Stock (4-6 yrs)
** 16. 51 AMA Stock (7-8 yrs)
** 17. 65 Stock (7-9 yrs)
** 18. 65 Stock (10-11 yrs)
** 19. 85 Stock (7-11 yrs)
** 20. 85 Stock (12-13 yrs)
21. 85 Modified (9-13 yrs)
** 22. 85 Stock (14-15 yrs)
23. 85 Modified (14-15 yrs)
24. SuperMini 80-100 (12-15 yrs)
** 25. 125 Stock (12-15 yrs)
26. 125 Modified (12-15 yrs)*
** 27. 125 C Stock
28. 125 C Modified
29. 250 C
** 30. Women 12yrs+ 80-125*

*Incl. SuperMini & 100cc motorcycles

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1996 NATIONAL CHAMPIONSHIP TRACKS

NORTHEAST AREA QUALIFIERS

Mar. 23/24	Birch Creek, Danville, VA	(804) 836-6333
Mar. 30/31	Challenger, Indiana, PA	(412) 726-5494
Apr. 6	Trailway Spdwy, Hanover, PA	(717) 359-4310
Apr. 13/14	Pleasure Vly, Amraugh, PA	(814) 539-4114
Apr. 20/21	Frozen Ocean, Auburn, NY	(315) 784-5466
Apr. 27/28	Starvation Pt, Elizabeth, WV	(412) 929-5396
May 4/5	MX 338, Southwick, MA	(413) 525-4318
May 25/26	Waldon Playboy,Wallkill, NY	(914) 561-2126

NORTHEAST AMATEUR REGIONAL

Jun. 29/30	Steel City, Delmont, PA	(304) 284-0084

NORTHEAST YOUTH REGIONAL

Jun. 23/23	Budds Creek, Budds Creek, MD	(301) 475-2000

SOUTHEAST AREA QUALIFIERS

Mar. 17	MX of Marion Co., Reddick, Fl	(904) 591-2050
Mar. 23/24	Muddy Crk,Blountville, TN	(615) 323-5497
Mar. 30	Pepsi/Air Dania MX, Dania, FL	(305) 726-0049
Apr. 6/7	Devils Ridge, Sanford, NC	(919) 776-2412
Apr. 20/21	Christiana Rwy., Christiana, TN	(615) 896-3245
Apr. 27/28	Pro Sports, Wytheville, VA	(615) 323-5497
Apr. 28	FL Motosports, Ocala, FL	(904) 867-5183
May 18/19	Echeconne MX, Macon, GA	(912) 788-8227

SOUHTEAST AMATEUR REGIONAL

Jun. 22/23	Hill Billy Hills, Roberta, GA	(912) 788-0413

SOUTHEAST YOUTH REGIONAL

Jun. 15/16	Muddy Crk, Blountville, TN	(615) 323-5497

MIDEAST AREA QUALIFIERS

Mar. 16/17	Daniel Boone MX, London, KY	(606) 877-1364
Mar. 23/24	Trojan Track, N. Webster, IN	(219) 594-2649
Apr. 13/14	Midway MX, Mitchell, IN	(812) 849-2402
Apr. 20/21	Treaty City MC, Greenville, OH	(513) 968-5476
May 4/5	Dutch Sport Pk,Bloomingdale, MI	(616) 695-6405
May 4/5	Broken Spokes, New Phil., OH	(216) 339-9265
May 11/12	Baja Acres, Millington, MI	(517) 871-3356
May 18/19	COCR, Sugar Grove, OH	(614) 746-8875

MIDEAST AMATEUR REGIONAL

Jun. 15/16	Amer. Motosports, McArthur, OH	(614) 596-2057

MIDEAST YOUTH REGIONAL

Jun. 29/30	Sunday Creek, Millfield, OH	(614) 797-2413

NORTH CENTRAL AREA QUALIFIERS

Mar. 23/24	So. Central MX, Salem, IL	(618) 548-5259
Apr. 13/14	Apex Valley Rdrs., Cadiz, KY	(502) 886-8564
Apr. 20/21	Bailey's Mtrspt., Hoopeston, IL	(217) 283-6370
Apr. 27/28	Western KY Outdoor, Lowes, KY	(502) 642-2345
Apr. 27/28	Aztalan Cycle Club, Lk. Mills, WI	(414) 542-7572
May 4/5	Lake Geneva Rcwy,Lk Geneva,WI	(414) 248-8566
May 25/26	Airtime Raceway, Tiline, KY	(502) 928-4034

NORTH CENTRAL AMATEUR REGIONAL

Jun. 29/30	Lincoln Trl Motosports, Casey, IL	(217) 932-2041

NORTH CENTRAL YOUTH REGIONAL

Jun. 22/23	Lake Geneva Rcwy,Lk Geneva,WI	(414) 248-8566

SOUTH CENTRAL AREA QUALIFIERS

Apr. 27	Swan MX Park, Tyler, TX	(903) 882-7791
May 19	NM Comp Club,Albuquerque, NM	(505) 884-9033

addtional Area tracks may be added.

SOUTH CENTRAL AMATEUR / YOUTH REGIONAL

Jun. 15/16	Swan MX Park, Tyler, TX	(903) 882-7791

SOUTHWEST AREA QUALIFIERS

Apr. 28	Starwest MX Park, Moreno Vly,CA	(310) 868-2728

addtional Area tracks may be added.

SOUTH WEST AMATEUR AND YOUTH REGIONAL

Jun. 22	Starwest MX Park, Moreno Vly,CA	(310) 868-2728

NORTHWEST AREA QUALIFIERS
TO BE ANNOUNCED

AMA AMATEUR/YOUTH MOTOCROSS FINAL

Aug. 4-10	Loretta Lynn's, Hurricane Mills,TN	(419) 478-5386

EVENTS

Steve Muscatell logged the Senior Sportsman A-class win at the Goofy Cup Trials near Patterson, California.

Webb snares Goofy Cup Trials

By Joann Galbreath

PATTERSON, CA, FEB. 17-18

Fantic-mounted Kip Webb won in the Master class at the third annual Goofy Cup at Frank Raines OHV Park.

Saturday's action was organized by Tony Sigala, who laid out some wonderful new sections on a direct loop. This event was a great opener for the 1996 Sacramento PITS Vintage/Beginner Series.

Bruce Monighan took the Modern Bike Advanced-class win with a solitary point. Vern Crawford followed close behind with four points.

Justin Oakley blasted past all the other riders in the Modern Bike Master class. Oakley had half as many points as runner-up Jim Winter, 7-14.

Donald Kelly Jr. and Dennis Thompson had all cleans in the Modern Classic Intermediate class. Kelly took the win in a run-off.

The Junior Novice class featured several first-time competitors, including winner Lance Stanley. Max Malsbary took second, with his brother Andy finishing third.

Sunday's racing was organized by Tim Rust, Barry Lowery and Fran Yetso. A total of 50 riders were entered to ride.

Webb took the Master-class win over Kenny Leduc and Mitch Reichardt, who was given the "Big Dog Bone" award for racking up a total of 97 points.

Neil Belvoir and Howard Galbreath went head-to-head for the Expert-class win. Tony Leduc was the low scorer in the first loop with 19 points. Belvoir had 20 and Galbreath and Dan Suffin were tied at 21, but after the second loop Belvoir and Galbreath were the top contenders. With only three points between the two there wasn't a lot of room to make mistakes. Belvoir took the win, 43-40. Suffin followed them with 58.

Steve Muscatell blew away everyone else in the Senior Sportsman A class by earning the low score of the day, a mere five points. Johnny Moore and Kusanovich each had 17 points, with Moore taking runner-up honors by virtue of having 17 cleans to Kusanovich's 14.

Results

Saturday

JR NOV: 1. Lance Stanley (Yam); 2. Max Malsbary (Yam); 3. Andy Malsbary (Yam); 4. Kris Weber (Hon).

JR INT: 1. Mike Weber (Fan).

JR ADV: 1. Cody Webb (Mec).

NEW VIDEO RELEASES

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1995 WORLD 500 MOTOCROSS
GRAND PRIX SERIES REVIEW

(#69) Belgian Joel Smets finished third in 1994 and switched to the 580cc four-stroke Husaberg in the hope of winning his first world crown. But American Trampas Parker, a former 125cc and 250cc World Champion, had his own ideas. But could he really stop Smets?

Parker (from Louisiana) elected to ride a 360cc KTM two-stroke. Parker has always been controversial, saying what he thinks. Smets is hard working and sincere. Trampas Parker astonished the experts by winning the penultimate round in Dutch sand, which was enough to challenge for the title going into the final round.

There were other notable victories from New Zealander Darryl King, and Johan Boonen and Jacky Martens from Belgium.

Four-stroke vs. two-stroke, on different terrains throughout mainland Europe. The 1995 World 500cc MX Championship had it all - controversy, action, moments of sadness and tears of joy.

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JR MSTR: 1. Andy Johnson (Mon).

MDRN INT: 1. Javier Aguilar (Fan); 2. David Dodna (Bet); 3. Phil Smith (Yam); 4. Lissa Shoun (Fan); 5. Julian Faman (Yam).

MDRN ADV: 1. Bruce Monighan (Mon); 2. Vern Crawford (Gas); 3. Harold Eigenman (Gas); 4. John Giraid (Fan); 5. Phillippe Geslin (Fan).

MDRN MSTR: 1. Justin Oakley (Mon); 2. Jim Winter (Hon); 3. David Olliges (Hon); 4. Neil Novack (Gas).

MDRN CLSSC INT: 1. Donald Kelly Jr. (Yam); 2. Dennis Thompson (Yam); 3. Bill Schaal (Bul).

MDRN CLSSC ADV: 1. Tom Rawson (Bul); 2. Bill Laudner (Yam); 3. Denise Stanley (Yam); 4. Terry Breitmaier (Kaw).

MDRN CLSSC MSTR: 1. Mike Fenner (Hon); 2. Paul Olliges (Bul); 3. Shawn Frailing (Yam); 4. Ben Mies (Kaw); 5. Don Malsbary (Bul).

PREM H/W RGD ADV: 1. Ira Shaw (AJS).

PREM L/W ADV: 1. Brid Caveney (Tri).

PREM L/W INT: 1. Bill McClinton (BSA).

Sunday

NOV: 1. John Girard (Fan); 2. Roger Finke (Yam); 3. Becky Gansberger (Fan); 4. Phil Smith (Yam); 5. Dale Garren (Bet).

SR SPTSMN B: 1. Mike McAndrews (Bet); 2. John Lee (Gas); 3. Marvin Benedick (Yam).

SPTSMN B: 1. Brian Shives (Mon); 2. Monte Benedick (Fan); 3. Ming Go (Bet); 4. Lori Booth (Yam); 5. David Brickey (Sco).

SR SPTSMN A: 1. Steve Muscatell (Mon); 2. Johnny Moore (Mon); 3. Steve Kusanovich (Bet); 4. Bill Gilbert (Apr); 5. Bert Fulwider (Yam).

SPTSMN A: 1. Kory Webb (Beta); 2. Rich Schumacher (Apr); 3. Justin Oakley (Mon); 4. Mike Weber Sr. (Gas).

SR AM: 1. Steve Galbreath (Apr).

AM: 1. Greg Muscatell (Bet); 2. Tim Fergon (Bet); 3. Charlie Lozier (Fan); 4. Joe Eigenman (Gas); 5. Steve Clapp (Bet).

INT: 1. Steve Darrow (Gas); 2. Ken Williams (Fan); 3. Ed Heacox (Bet).

EX: 1. Neil Belvoir (Fan); 2. Howard Galbreath (Bet); 3. Dan Suffin (Bet); 4. Tony Leduc (Gas); 5. Hap Oswald (Sco).

MSTR: 1. Kip Webb (Fan); 2. Kenny Leduc (Gas); 3. Mitch Reichardt (Fan).

Waller honored at SERA banquet

By Tom Saunders

BILOXI, MS, FEB. 17

George Waller was recognized as "Enduro Grand Champion" for the sixth consecutive year at the SERA awards banquet, hosted by SERA Chairman Glenn Hunt at the Broadwater Beach Resort.

Bell Helmets were awarded to all class winners and to the top 20 finishers in enduros. Special awards were given to Debbie Rudder as "Sportsman of the Year" and Glenn Hunt for three years of devoted service as SERA chairman. Jerry Gibson was the overall champion for the hare scramble series.

Results

SERA Hare Scramble Series

O/A: 1. Jerry Gibson (Kaw); 2. Glenn Hollingshead (Kaw); 3. Jeff Plunkett (Yam); 4. Clay Boreing (Kaw); 5. Steve Nicholas (KTM).

AA: 1. Jerry Gibson (Kaw); 2. Steve Nicholas (KTM); 3. Mike Monroe (Hon); 4. Allen Nicholas (KTM).

200 A: 1. Clay Boreing (Kaw); 2. Zach Ivey (Hon).

201-OPEN A: 1. Glenn Hollingshead (Kaw); 2. Lee Carpenter (KTM); 3. Lance Smith; 4. Wyles Griffith (KTM).

VET A (30+): 1. Jeff Plunkett (Yam); 2. Dwight Rudder (Hon); 3. Larry White (Kaw).

SR (40+): 1. Gary Goff (Hus); 2. Mike Cantrell (Kaw).

200 B: 1. Corey Berthalot (Kaw); 2. Steve Taylor (Kaw); 3. Michael Hale (Kaw).

201-OPEN A: 1. Troy Miller; 2. Blake Piercy; 3. Jamie Adams; 4. Brian Hudson (ATK).

VET B (30+): 1. Mike Stinson; 2. Jonathon Wills; 3. Steve Shinall (Hon); 4. Tom Saunders (Hon); 5. Charles Bush (Yam).

S/SR (45+): 1. Ronnie Ciecero (Kaw); 2. Mark Hudson (ATK); 3. Carl Ivey (Kaw); 4. Bob Babcock (Hus).

JR (12-16): 1. Kyle Henderson (Hus); 2. John Backstrom (Hon); 3. Caleb Knotts (Kaw); 4. Lane Cantrell (Kaw).

200 C: 1. Richard Ford (KTM); 2. Miguel Rojas (Kaw).

201-OPEN C: 1. Marcus Powell (Hon).

SERA Enduro Series

O/A: 1. George Waller Jr. (Kaw); 2. Jerry Gibson (Kaw); 3. Steve Nicholas (KTM); 4. Nolan Knight (Hus); 5. Glenn Hollingshead (Kaw).

AA: 1. George Waller Jr. (Kaw); 2. Jerry Gibson (Kaw); 3. Nolan Knight (Hus); 4. Steve Nicholas (KTM); 5. Stephen Reed (Kaw).

200 A: 1. Chris McAlister (Kaw); 2. Michael York (Kaw); 3. Wesley King (Kaw); 4. Jim Parsons (Kaw).

250 A: 1. Glenn Hollingshead (Kaw); 2. Kevin Hutchinson (Kaw); 3. Kelly Christ (Suz); 4. Lee Carpenter (KTM); 5. Royce Bond (Hus).

VET A: 1. Gary Goff (Hus); 2. Glenn Hunt (Kaw); 3. Allen Vines (Suz); 4. Joe Decker (Kaw); 5. Bob Schlemmer (Kaw).

SR A: 1. Larry White (Hus); 2. John Wade (Hus); 3. Ronald Walters (Hus); 4. Mike Cantrell (Kaw); 5. John Boreing (Kaw).

S/SR A: 1. Mark Hudson (ATK); 2. Neal Cooper (Hus); 3. Ron Burks (Hus).

OPEN A: 1. Wyles Griffith (KTM); 2. Jimbo Mitchell (KTM); 3. Bobby Porter (KTM); 4. Mike Ledingham (KTM); 5. James Smith (KTM).

INT A: 1. Kelly Crenshaw (Yam); 2. Alan Conn (Yam); 3. Gary Little (Yam); 4. Nelson Hunt (Hus); 5. Jonny Dottley (Hon).

MSTR A: 1. Don Knight (Hus); 2. Ernest Lynch (KTM); 3. Robert Rockco (Hus); 4. Chuck Elam (Hon); 5. Terry Webb (Hus).

4-STRK A: 1. Dwight Rudder (Hon); 2. Matt Marshall (Hon); 3. Doug McKee (Kaw); 4. Allen Hobgood (Hon).

200 B: 1. Clay Boreing (Kaw); 2. Zach Ivey (Hon); 3. Chad Belcher (Hon); 4. Mike Rue (Kaw); 5. Jason Benoit (Kaw).

250 B: 1. Curtis Payne (Hon); 2. Peter Bordes (Kaw); 3. David Rodrique (Yam); 4. Chris Ashton (Kaw); 5. Mark Phillips (Yam).

OPEN B: 1. Ken Knotts (KTM); 2. Gregory Guy (KTM); 3. James Pentecost (Hus); 4. Brad Collins (Kaw); 5. Don Elkins (KTM).

VET B: 1. Bill Porter (Yam); 2. Bob Sills (Hon); 3. Terry Jones (Hus); 4. Tom Saunders (Kaw); 5. Michael McKenzie (Kaw).

SR B: 1. Jack Harrison (Suz); 2. Blaine Sills (Yam); 3. Royce Guidry (Hon); 4. Steve Pierce (Suz); 5. John Reed (Kaw).

4-STRK B: 1. Gary Thornton (Hus); 2. Brad Belcher (Hon); 3. Ronald Robinson Jr. (Hon); 4. Ben Weathers Jr. (Hon); 5. Steve Shinall (Hon).

INT B: 1. Brad Holland (Suz); 2. Ladd Dilworth (Hus); 3. David Jones (Hus); 4. Ron Creel (Hon); 5. C.M. Roberts (KTM).

S/SR B: 1. Phillip McMillan (Yam); 2. Ray Melton (Hus); 3. Bob Babcock (Hus); 4. Jimmy Gentry (Kaw); 5. Larry Knotts (Hus).

MSTR B: 1. Jack Schidlmeier (ATK); 2. George Hoffer (Hon); 3. S.D. Jernigan (Hus); 4. Earl Roberson (KTM); 5. Tom Tarver (Hon).

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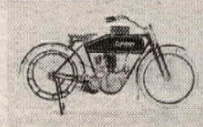

APRIL 26, 27, 28, 1996

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This action-packed video gives you a unique perspective on this dazzling racer. You'll follow Damon to Washougal, Washington for a private day with America's most sought-after young racer and see why Washougal is known as one of the USA's top motocross race tracks. You'll see why Damon Huffman is in high demand among the factory scouts and get the inside story on why Damon Huffman is the most potent rider on the circuit.

Special interviews include Roger DeCoster, and Washougal owner Ralph Huffman. Highlights include some of Damon Huffman's most thrilling 125cc races. Meet Damon Huffman at the crossroads of his career as he prepares to give Kawasaki their money's worth coming into the '96 season.

45 minutes from Motovideo.

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EVENTS

O/A B: 1. Clay Boreing (Kaw); 2. Curtis Payne; 3. Zach Ivey; 4. Peter Bordes; 5. Bill Porter.

200 C: 1. Blake Plonsky (Kaw); 2. Corey Berthelot (Kaw); 3. Richard Ford (KTM); 4. Jeremy Williams (Kaw); 5. Keith Jones (Yam).

OPEN C: 1. Kenny Turner Jr. (Hon); 2. David Parrott (KTM); 3. Bryan Soileaux (Kaw); 4. Jeff Dreher (Hus); 5. Colin Joachim (Kaw).

OPEN JR: 1. Matt Joachim (Kaw); 2. Kyle Henderson (Hus); 3. Chris McMillan (Kaw); 4. Jamie Matthews (Yam); 5. Brian Hudson (Kaw).

WMN: 1. Kim Deloach (Hon); 2. Katrina Royster (Hon); 3. Sherry Comeaux (Kaw); 4. Lisa Schidlmeier (ATK); 5. Suzy Fann (Yam).

50: 1. Jaret King (KTM); 2. Jamie Deloach (Hon); 3. Jeremy King (KTM).

INT C: 1. Phillip Whisenant (Kaw); 2. Rob Roberts (Kaw); 3. Gary Keife (KTM); 4. James Baker (KTM); 5. Johnny Jones (Hus).

SR C: 1. Buddy Jumonville (Kaw); 2. Danny Stevens (Kaw); 3. Mike Chudy (Hus); 4. Larry Walsh (Kaw); 5. Bill Edge (KTM).

100: 1. Bryan Petty (Kaw); 2. Brent Walsh (Kaw); 3. Landon Burks (Kaw); 4. Laine Cantrell (Kaw); 5. Matthew Ritter (Kaw).

7-9: 1. Jeff Parke (Kaw); 2. Daniel McKee (Kaw); 3. Kevin Deloach (Kaw); 4. John Wesley Burks (Kaw); 5. Corey Fletcher (Yam).

10-11: 1. Brent Walsh (Kaw); 2. Ross Porter (Yam); 3. Drew Hunt (Suz); 4. Jody Thornton (Kaw); 5. Joseph Decker (Kaw).

O/A C: 1. Blake Plonsky (Kaw); 2. Kenny Turner Jr.; 3. Phil Whisenhant; 4. Corey Berthelot; 5. Rob Roberts.

O/A SPCL: 1. Larry White (Hus); 2. John Wade; 3. Ronald Walters; 4. Mike Cantrell; 5. Matt Joachim.

Gray grabs gold at Carlsbad

By Dave Burgess

CARLSBAD, CA, MAR. 9

Jeff Gray used good riding and old-fashioned luck to capture the overall victory in the hotly contested Vet Junior class at the Racing Enterprises Saturday Motocross held at Carlsbad Raceway.

Of all the classes at Carlsbad on any given Saturday, the Vet Junior class is usually the largest, and Gray knew he would have his work cut out for him as he lined up with 20 other riders for the first moto.

Rob Healy shot into the early lead ahead of Curtis Jablonski and Chris Jackson. Gray was a close fourth but wasted little time getting around Jackson. Healy was out in front on cruise control and looked surprisingly smooth, considering he had already ridden two motos and beaten all the 250cc Juniors earlier in the day.

Gray eased by the fading Jablonski, who was still recovering from a midweek cold, and set out after Healy. Healy was long gone and went to the checkers alone ahead of Gray and Jeff Seifert, who had nipped Jablonski at the finish.

In moto two Healy again grabbed the holeshot, with Jablonski, Gray and Seifert glued to his rear fender. Healy continued to hold on out in front just ahead of Gray and Seifert. Seifert knew that the only way he could win the overall was not only to get around Gray, but also to get Gray around Healy, so he began to push Gray hard. The resulting speed increase of the battling duo blew them both by Healy at the halfway point.

Gray was never bothered by the advances of Seifert as he held on for the moto and the overall ahead of Seifert, Healy and Jablonski.

Results

80: 1. Corey Macomber (Yam); 2. Vito Tarantino (Yam).

80 JR: 1. Kevin Jennings (Kaw).

125 BEG: 1. Cliff Jennings (Suz); 2. Jeremy Burke (Hon); 3. Jason Locke (Kaw); 4. Becky Kukla (Kaw); 5. Jennifer Caputo (Hon).

125 JR: 1. Nick Vargas (Kaw); 2. David Murinchack (Kaw).

125 INT: 1. John Nelson (Hon).

250 BEG: 1. Mike Stewart (Hon); 2. Allen McKay (Hus); 3. Brock Holliday (Yam); 4. Faycal Fakhry (Kaw).

250 JR: 1. Rob Healy (Hon); 2. Bob Zing (Suz); 3. Nick Kelbaugh (Hon); 4. John Tookey (Hon); 5. Steve Norr (Hon).

250 INT: 1. Colin Eberly (Hon); 2. David Jennings (Hon); 3. John Thomas (Hon); 4. Tim Olson (KTM).

PRO: 1. Terry Fowler (Kaw); 2. Willy Musgrave (Hon); 3. Craig Davis (Suz); 4. Lars Larsson (Hon); 5. Gabe Bolivar (Yam).

BMBR A: 1. Ron Stebe (Yam); 2. Joeseph Gonzales (MAI).

VET BEG: 1. Jeff Stapleton (Kaw); 2. Roger Wells (Yam); 3. Don Cayo (Hon); 4. Craig Dufree (Kaw); 5. Becky Kukla (Kaw).

VET JR: 1. Jeff Gray (Hon); 2. Rob Healy (Hon); 3. Jeff Seifert (Suz); 4. Curtis Jablonski (Hon); 5. Frank Ruff (Kaw).

VET INT: 1. Bobby Vrhel (Hon); 2. Rick Lundgren (Yam); 3. D.R. Clement (Kaw); 4. Daniel Davalos (Suz); 5. Price St. Clair (Hon).

JR (40+): 1. Keith Seivers (Yam); 2. David Cox (Hon); 3. Bob Koller (Kaw); 4. Steve Holtman (Hon); 5. Steve Jennings (ATK).

INT (40+): 1. Gary Scott (Suz).; 2. Robert Zing (Suz).

MSTR (40+): 1. Rich Eierstedt (Hon); 2. Alan Olson (KTM); 3. Gary Jones (Suz); 4. George Kohler (Yam); 5. Ray Pisarski (Hon).

NOV (50+): 1. Bengt Johansson (Yam); 2. Jody Weisel (Yam); 3 Chuck Minert (KTM); 4. Dennis Middleton (Hon); 5. Tommy Pearl (Hon).

Nelson grabs Gorman MX win

By Scott Hoffman

GORMAN, CA MAR. 2-3

Dustin Nelson was the victor in the 125cc Pro class during the final round of CMC's MSR Golden State Nationals at Hungry Valley's off-road race facility.

Travis Preston roosted into the lead at the start of the first 125cc Pro race, while Esposito and Dean Matson trailed close behind. Following a poor start, Nelson was on the gas and quickly moving through the field. Nelson reeled his way into fourth before the end of the first

lap. In the third lap, Nelson got by Esposito and Preston. As Nelson started to pull away, the battle for the runner-up spots began to heat up. Spud Walters, Saturday's 125cc Pro-class winner, was all over Matson by lap four. Walters dogged Matson for two laps before roosting into fourth. With only a few laps remaining, Walters was able to make a pass on Esposito. When the checkered flag flew, it was Nelson with a clear win, followed by Preston and Walters.

Preston grabbed the moto-two holeshot, but before the field rounded the back section of the course, Lytle edged him out for the lead. Esposito and Ryan Clark filled out the top four positions, but it was Nelson coming from another poor start who stole the show. Nelson flew by Clark and Esposito to take over third and quickly set his sights on the leaders. Nelson was on fire and rapidly moved in on Preston within a few laps. Soon Nelson took over second place and started to descend on the leader. Lytle held off Nelson for a few laps, but started making small mistakes that enabled Nelson to take over the lead. Nelson crossed the finish line taking the moto win as well as the overall for the day. Lytle finished next, but Preston took second place for the day.

Results

Saturday

P/W (4-6): 1. Justin Whaler (KTM); 2. Cole Seely (PAX); 3. Jared Partridge (KTM); 4. Bryar Perry (KTM); 5. Buddi Bruner (KTM).

P/W (7-9): 1. Chris Blose (KTM); 2. Ryan Roybal (KTM); 3. Michael LaPagla (KTM); 4. Kyle Stamback (KTM); 5. Ryan McClintock (KTM).

P/W (MOD): 1. Ricky Hemme (LEM); 2. Travis Cecil (Yam); 3. J.J. Noone (LEM); 4. Jonathan Withrow (Yam); 5. Michael LaPagla (KTM).

60 (0-8): 1. Chris Blose (Kaw); 2. Justin Keeney (Kaw); 3. Ricky Hemme (Kaw); 4. J.J. Noone (Kaw); 5. Ryan Palton (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Biccy Swapp (Kaw); 3. Charlie Morrison (Kaw); 4. Nick Davis (Kaw); 5. Dary Ecklund (Kaw).

80 (9-11): 1. Kyle Partridge (Suz); 2. Shane Bess (Suz); 3. Emitt Kling (Suz); 4. Bobby Bonds (Kaw); 5. Michael Blose (Suz).

80 (BEG): 1. Jesse Dawson (Hon); 2. Richard Owens (Yam); 3. Vincent Blair (Suz); 4. Nick Jarret (Hon); 5. A.J. Perez (Suz).

80 (12-13): 1. Bryan McGavran (Hon); 2. Jonathan Shimp (Hon); 3. Daniel Blair (Hon); 4. Ross Garcia (Yam); 5. R.J. Thompson (Kaw).

80 (14-16): 1. Billy Payne (Kaw); 2. Brandon Morgan (Yam) 3. Tim Langdon (Kaw) 4. Dustin Miller (Hon); 5. Brian Morgan (Yam).

S/MINI: 1. Billy Payne (Kaw); 2. Bryan McGavran (Hon); 3. Bobby Bonds (Kaw); 4. Tim Langdon (Kaw); 5. Emitt Kling (Suz).

125 BEG: 1. Jason Howard (Hon); 2. Shane Leyden (Suz); 3. Bryan Brooks (Kaw); 4. Matt Carpenter (Suz); 5. Lance Austin (Hon).

125 JR: 1. Jeremy Chausee (Kaw); 2. Michael Diloreto (Yam); 3. Calvin Andlovec (Kaw); 4. Justin Scullen (Suz); 5. Dusty Walters (Yam).

125 INT: 1. Josh Tarantino (Yam); 2. Andy Harrington (Kaw); 3. Jeff Northrop (Kaw); 4. Tyler Evans (Suz); 5. Brett Racine (Kaw).

125 PRO: 1. Spud Walters (Suz); 2. Shane Esposito (Suz); 3. Dustin Nelson (Kaw); 4. Dean Matson (Suz); 5. Travis Preston (Suz).

250 BEG: 1. Rick Crenshaw (Kaw); 2. Chad Shupp (Suz); 3. Wayne Zahrt (Yam); 4. Lou Lopez (Suz).

250 JR: 1. Jeremy Chausee (Yam); 2. Zeb Armstrong (Yam); 3. John Manteufel (Kaw); 4. Travis Marks (Kaw); 5. David Hopfe (Hon).

250 INT: 1. Jerry Alemn (Yam); 2. Tim Beatty (Yam); 3. Doug Parsons (Suz); 4. Andy Anaya (Yam); 5. Anth Isomake (Yam).

250 PRO: 1. Doug Dubach (Yam); 2. Travis Preston (Suz); 3. Spud Walters (Suz); 4. Dustin Nelson (Kaw); 5. Rick Ryan (Suz).

AM (25+): 1. Craig Monty (Kaw); 2. J.J. Petchel (Hon); 3. Mike Hodges (Suz); 4. Giovanni Spinali (Suz); 5. Richard Quinones (Suz).

MSTR (25+): 1. Jim Holley (Yam); 2. Jon Zahrt (Yam); 3. Mike Dunlap (Hon); 4. Mark Hammer (Yam); 5. Lance Johnson (Yam).

PRO (25+): 1. Kelly Andris (Hon); 2. Terry Fowler (Kaw); 3. Eric Sandstrom (Hon); 4. Mark Easley (Kaw); 5. Marc Peters (Kaw).

BEG (30+): 1. Jeff Stapleton (Kaw); 2. Brad Thorn (Yam); 3. Gilbert Reid (Yam); 4. Frank Ferraro (Hon); 5. Gene Ordelman (Yam).

JR (30+): 1. Jeff Pennington (Hon); 2. Rob Healy (Hon); 3. Jerry Jetton (Suz); 4. Jeff Seifert (Yam); 5. Jim Dallara (Hon).

INT (30+): 1. James Ellis (Hon); 2. Richard Quinones (Suz); 3. George Wallace (KTM); 4. Manny Delcampo (Yam); 5. Joe Merriass (Hon).

MSTR (30+): 1. Jim Holley (Yam); 2. Jon Zahrt (Yam); 3. Merle Hammer (Yam); 4. Jim Dunn (Yam); 5. Greg Briles (Hon).

PRO (30+): 1. Jon Nelson (Suz); 2. Terry Fowler (Kaw); 3. Dan Berg (Hon); 4. Gregg Dungas (Hon).

WMN: 1. Corina Chinen (Kaw); 2. Jamie Pamintuan (Suz); 3. Jennifer Nelson (Kaw); 5. Stacy Breamer (Yam); 5. Tricia Young (Yam).

OT AM: 1. Joe Stern (Hon); 2. Larry Thompson (Yam); 3. Dan McClintock (Yam); 4. Richard Schilling (Hon); 5. Chris Armstrong (Hon).

OT MSTR: 1. Mark Brooks (Suz); 2. Carl Gazatz (Hon); 3. Bob Shimp (Yam); 4. Robert Hansen (Suz); 5. Gary Doggett (Hon).

Sunday

P/W (4-6): 1. Ryan Ferris (KTM); 2. Cole Seely (KTM); 3. Justin Whaler (KTM); 4. Buddi Bruner (KTM); 5. Jared Partridge (KTM).

P/W (7-9): 1. Ryan Roybal (KTM); 2. Chris Blose (KTM); 3. J.J. Noone (KTM); 4. Jake Weimer (KTM); 5. Jason Griffin (KTM).

P/W MOD: 1. Chris Blose (Yam); 2. Travis Cecil (Yam); 3. Jonathan Withrow (Yam); 4. J.J. Noone; 5. Michael LaPaglia (KTM).

60 (0-8): 1. Chris Blose (Kaw); 2. Ricky Hemme (Kaw); 3. J.J. Noone (Kaw); 4. Justin Keeney (Kaw); 5. Ricky Oliver (Kaw).

60 (9-11): 1. Jesus Casillas (Kaw); 2. Billy Swapp (Kaw); 3. Daryl Ecrlund (Kaw); 4. Kyle Rytter (Kaw); 5. Sean Collier (Kaw).

80 BEG: 1. Jesse Dawson (Hon); 2. Richie Olson (Yam); 3. Mike Jarret (Hon); 4. Vincent Blair (Suz).

80 (7-11): 1. Emitt Kling (Suz); 2. Bobby Bonds (Kaw); 3. Kyle Partridge (Suz); 4. Michael Blose (Suz); 5. Shane Bess (Suz).

80 (12-13): 1. Bryan McGavran (Hon); 2. Daniel Blair (Hon); 3. Jonathan Shimp (Hon); 4. Ross Garcia (Yam); 5. Mikie Northrop (Suz).

80 (14-16): 1. Brandon Morgan (Yam); 2. Tim Langdon (Kaw); 3. Dustin Miller (Hon); 4. Matt Armstrong (Yam); 5. Brady Lambert (Yam).

80 S/MINI: 1. Bryan McGavran (Hon); 2. Bobby Bonds (Kaw); 3. Jonathan Shrimp (Hon); 4. Emitt Kling (Suz); 5. Brandon Morgan (Yam).

125 BEG: 1. Bob Arens (Suz); 2. Jason Howard (Hon); 3. Lance Austin (Hon); 4. Ryan Freeman (Yam); 5. Leeroy McLaughlin (Suz).

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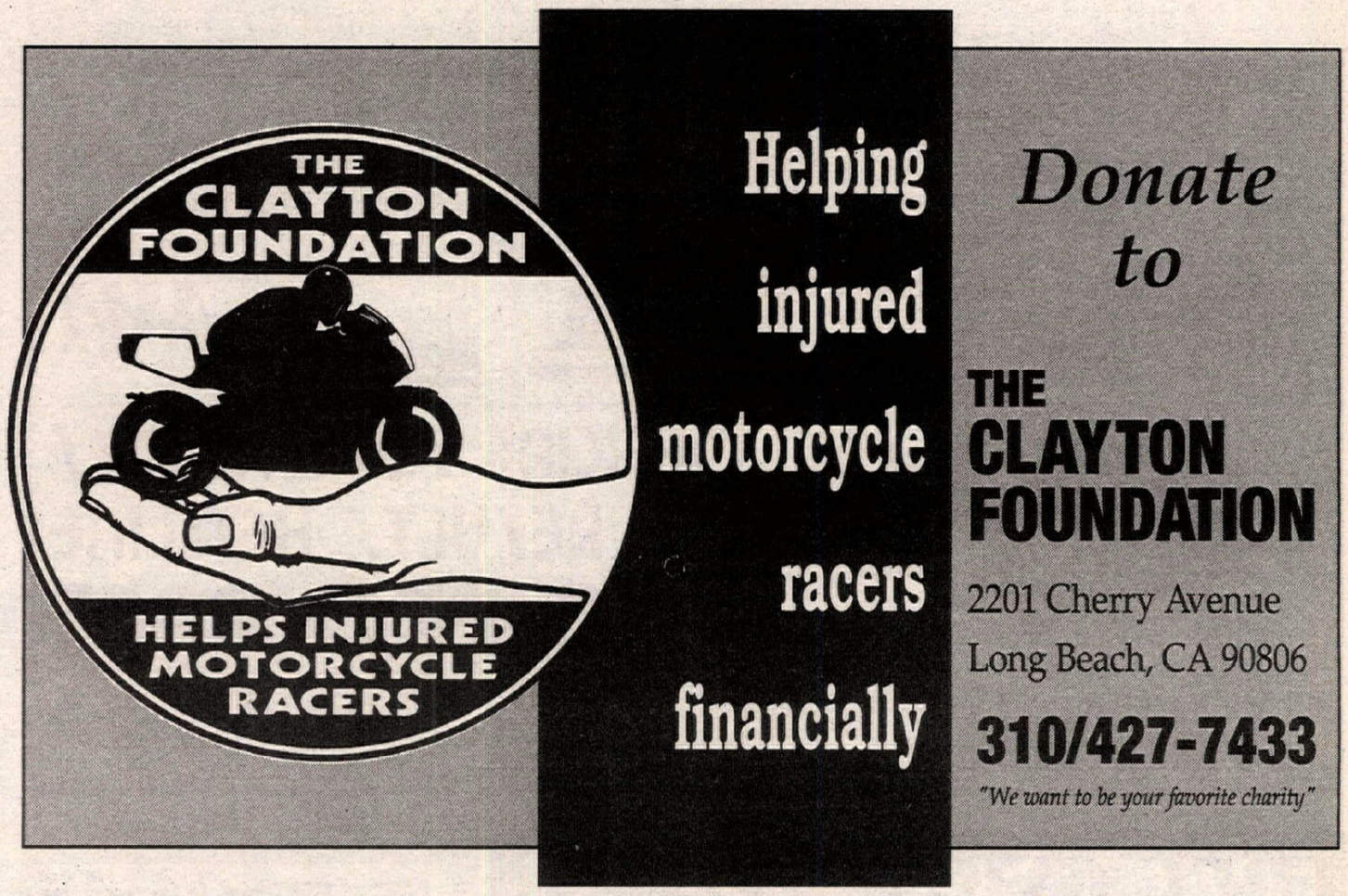

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EVENTS

125 JR: 1. Jeremy Chaussee (Kaw); 2. Dusty Walters (Yam); 3. Brian Jaramillo (Hon); 4. Andrew Labrador (Hon); 5. Justin Scullen (Suz).

125 INT: 1. Doug Parsons (Suz); 2. Tyler Evans (Suz); 3. Andy Harrington (Kaw); 4. Jeff Northrop (Kaw); 5. Brett Racine (Kaw).

125 PRO: 1. Dustin Nelson (Kaw); 2. Travis Preston (Suz); 3. Spud Walters (Suz); 4. Casey Lytle (Hon); 5. Dean Matson (Suz).

250 BEG: 1. Dave MacFarlane (Yam); 2. Lou Lopez (Suz); 3. Wayne Zahrt (Suz); 4. Chad Shupp (Suz); 5. Aaron Ridill (Kaw).

250 JR: 1. Jeremy Chaussee (Yam); 2. Travis Marks (Kaw); 3. John Manteufel (Suz); 4. Brad Schultz (Yam); 5. Chris Finley (Kaw).

250 INT: 1. Doug Parsons (Suz); 2. Andy Anaya (Yam); 3. Anth Isomake (Yam); 4. Donovan Mitchell (Yam); 5. Cohn Outo (Hon).

250 PRO: 1. Travis Preston (Suz); 2. Casey Lytle (Hon); 3. Rick Ryan (Suz); 4. Ray Crumb (Suz); 5. Spud Walters (Suz).

AM (25+): 1. Mike Hodges (Suz); 2. Craig Monty (Kaw); 3. Stan Lundquist (Suz); 4. Giovanni Spinali (Suz); 5. Richard Quinones (Suz).

MSTR (25+): 1. Jim Holley (Yam); 2. Jon Zahrt (Yam); 3. Mike Dunlap (Suz); 4. Martin Klossnor (Kaw); 5. Lance Johnson (Yam).

PRO (25+): 1. Rick Ryan (Suz); 2. Kelly Andris (Hon); 3. Dean Matson; 4. Terry Fowler (Kaw); 5. Mark Easley (Kaw).

BEG (30+): 1. Jeff Stapleton (Kaw); 2. Brad Thorn (Yam); 3. Gilbert Reid (Yam); 4. Troy Linden (Hon); 5. Dan Spencer (Kaw).

JR (30+): 1. Joe Brown (Suz); 2. Rob Healy (Hon); 3. Jeff Seifert (Yam); 4. Jim Dallara (Hon); 5. Jeff Del Villar (Hon).

INT (30+): 1. Bob Bang (Yam); 2. Richard Quinones (Suz); 3. Greg Pennington (Suz); 4. Ron Coleman (Hon); 5. Rich Hansen (Yam).

MSTR (30+): 1. Jim Holley (Yam); 2. Jon Zahrt (Yam); 3. Martin Klossmer (Yam); 4. Merle Hammer (Yam); 5. Robert Hansen (Suz).

PRO (30+): 1. Terry Fowler (Kaw); 2. Brett Cross (Suz); 3. Geoff Woods (Suz); 4. Tony Stomp (Suz); 5. Bob Shimp (Yam).

WMN: 1. Corina Chinen (Kaw); 2. Jennifer Nelson (Kaw); 3. Tricia Young (Yam); 4. Stacy Bremner (Yam); 5. Dawn Rogers (Yam).

OT AMA: 1. Larry Thompson (Yam); 2. Richard Schilling (Hon); 3. Dan McClintock (Yam); 4. Robert Zingg (Suz); 5. Bob Archer (Hon).

OT MSTR: 1. Kenny Zahrt (Yam); 2. Carl Gazafy (Hon); 3. Bob Shimp (Yam); 4. Robert Hansen (Suz); 5. Gary Doggett (Hon).

Aaron has fun in the sun at FTA Trials

By Brock Sattelmeier

The Florida Trials Association Fun in the Sun Trials featured Geoff Aaron and Ryan Young squaring off to do battle in abandoned phosphate quarries, with Aaron emerging victorious.

Top national contenders Ray Peters and John Clark were also attending, and special lines were designed to test the skills of this group. Two days of rain left the hillsides the consistency of axle grease.

Section one was easy for most, but section two tested the best riders. Exposed roots, steep downhills and severe switchbacks led to a massive climb followed by a sheer wall with an angled approach. Young was first to attack, clearing the hill but stepping off just short of the top of the wall. Aaron managed to score just one point on the section and the race was on. A discrepancy regarding the time limit added to the controversy. One source said four hours and that was the clock Young was racing against. Another said 4-1/2 hours, and that buffer allowed Aaron to study each challenge and set up for a proper assault. Aaron won the day, 46-49.

Aaron elected not to compete on Sunday, and the upset of the day was Peters' win over Young. Early on, Young had the upper hand and was entertaining spectators with long nose wheelies, riding the most spectacular lines just for kicks. Peters, meanwhile, had his new Scorpa Easy dialed in. Both survived section nine, which required the riders to back down a steep, 15-foot hill. Clark was the only other expert to see the end cards in that killer. Section 10 saw Ryan miscue in his final approach to a challenging hillclimb and spin to a stop on the roots for a surprising five. Peters crested the top and snatched the win by a single point.

Results

Saturday

BEG: 1. Jonathan Belle (Yam); 2. Anne Stites (Yam).

NOV: 1. Tony Burke (Bet); 2. Todd Hulse (Bet); 3. Rob Arnold (Yam); 4. Bob Stange (G-G); 5. Sam Blanton (Yam).

INT: 1. Ed Sherrill (Bet); 2. Bud Klingaman (Bet); 3. Greg Walker (Bet); 4. Laura Bussing (Bet); 5. Dale Perry (Hon).

SR B: 1. Pate Keen (Fan); 2. Dan Parker (Bet); 3. Rusty Lacy (Mon); 4. Mike Parsley (Fan); 5. Ron Wright (Fan).

SR A: 1. Paul Crowder (Fan).

ADV: 1. Darren Lane (Bet); 2. Brian Jones (G-G); 3. Doc Jenkins (Bet); 4. Mike Belle (Bet); 5. Heath Frazier (Bet).

EX: 1. Jack Stites (G-G); 2. Marc Waller (Bet); 3. Brock Sattelmeier (Bet); 4. Jeff Hursh (Bet).

C'SHIP: 1. Geoff Aaron (Bet); 2. Ryan Young (G-G); 3. Ray Peters (Sco); 4. John Clark (G-G).

VINT A: 1. Bill Catogni (Hon); 2. Oscar Bustamante (Mon); 3. Dale Perry (Hon).

VINT B: 1. Robert Arnold (Yam); 2. Richard Lomano (Hon); 3. Sam Blanton (Yam); 4. Ron Easton (Yam).

Sunday

NOV: 1. Tony Burke (Bet); 2. Jim Pierce (Fan); 3. Bill Stange (G-G); 4. Sam Blanton (Yam); 5. Ron Easton (Yam).

INT: 1. Ed Sherrill (Bet); 2. Lonnie Lykins (Fan); 3. Rusty Lacy (Mon); 4. Dan Parker (Bet); 5. Tony Ham (Bet).

SR B: 1. Mike Parsley (Fan); 2. Bill Sheffield (Bet); 3. Ron Wright (Fan); 4. John Rentschler (G-G); 5. Dale Perry (Hon).

ADV: 1. Heath Frazier (Bet); 2. Mike Belle (Bet); 3. Doc Jenkins (Bet); 4. Donny Smith (Bet); 5. Vaughn Cady (Bet).

EX: 1. Jack Stites (G-G); 2. Brock Sattelmeier (Bet); 3. Marc Waller (Bet); 4. Jeff Hursh (G-G); 5. Carl Hall Jr. (Bet).

C'SHIP: 1. Ray Peters (Sco); 2. Ryan Young (G-G); 3. John Clark (G-G).

SR A: 1. Brian Jones (G-G); 2. Tony Bussing (Bet); 3. Oscar Bustamante (Mon); 4. Paul Crowder (Fan); 5. Pate Keen (Fan).

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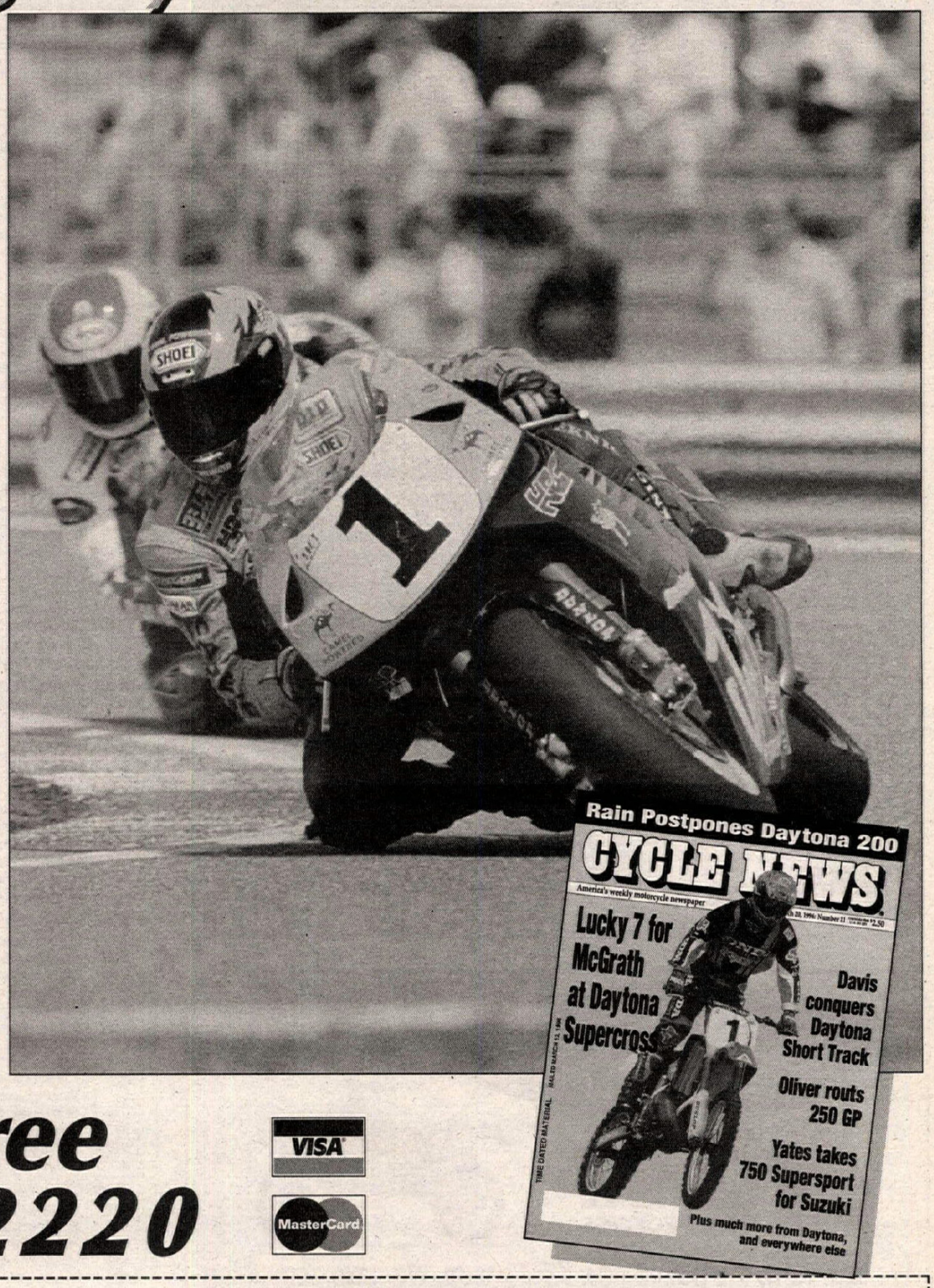

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Sun., March 24	CRC MX	L.A.C.R.
Sun., March 31	CRC GP "Golden Bear" Tri Race Series	Glen Helen
Sun., April 7	CRC MX - Tri Race Series	L.A.C.R.
Sun., April 14	CRC MX - Tri Race Series	Edwards A.F.B.

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Sunday, March 24	Off Road Short Course Series
Sun., March 31	CRC Gran Prix
Sun., April 7th	Blockbuster MX Final

Shoei AMA 125/250cc Nat'l Motocross - May 12th
Chaparral AMA Amateur Motocross - May 11th

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series

3/31	Shah Alam, Malaysia, Rnd 1
4/7	Sentul, Indonesia, Rnd 2
4/21	Suzuka, Japan, Rnd 3
5/12	Jerez, Spain, Rnd 4
5/26	Mugello, Italy, Rnd 5
6/9	Paul Ricard, France, Rnd 6
6/29	Assen, Holland, Rnd 7
7/7	Nurburgring, Germany, Rnd 8
7/21	Donington Park, England, Rnd 9
8/4	Osterreichring, Austria, Rnd 10
8/18	Brno, Czech Republic, Rnd 11
9/1	Imola, Italy, Rnd 12
9/15	Catalunya, Spain, Rnd 13
10/6	Rio de Janeiro, Brazil, Rnd 14
10/20	Eastern Creek, Australia, Rnd 15

World Superbike Championship Series

4/14	Misano, Italy, Rnd 1
4/28	Donington Park, England, Rnd 2
5/12	Hockenheim Germany, Rnd 3
6/16	Monza, Italy, Rnd 4
6/30	Brno, Czech Republic, Rnd 5
7/21	Laguna Seca, USA, Rnd 6
8/4	Brands Hatch, England, Rnd 7
8/18	Sentul, Indonesia, Rnd 8
8/25	Sugo, Japan, Rnd 9
9/8	Assen, Holland, Rnd 10
10/6	Albaceta, Spain, Rnd 11
10/27	Phillip Island, Australia, Rnd 12

World Endurance Road Race Series

4/14	Le Mans, France, Rnd 1
4/28	Assen, Holland, Rnd 2
7/14	Spa-Francorchamps, Belgium, Rnd 3
7/28	Suzuka, Japan, Rnd 4
9/15	Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series

4/14	Gaivera Montello, Italy, Rnd 1
4/21	Payerne, Switzerland, Rnd 2
5/5	Bellpuig, Spain, Rnd 3
5/12	Lictenvoorde, Netherlands, Rnd 4
5/19	Kapsovar, Hungary, Rnd 5
6/2	Halim Jacarta, Indonesia, Rnd 6
6/16	Cussac, France, Rnd 7
6/23	Foxhill, England, Rnd 8
7/7	Nismes, Belgium, Rnd 9
7/14	Maribor, Slovenia, Rnd 10
7/28	Jinin, Czech Republic, Rnd 11
8/25	Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series

3/24	Talavera, Spain, Rnd 1
3/31	Valkenswaard, Holland, Rnd 2
4/14	Teutschenthal, Germany, Rnd 3
4/21	Gdynia, Poland, Rnd 4
5/5	Mantova, Italy, Rnd 5
5/19	Cosquin, Argentina, Rnd 6
6/2	Tibro, Sweden, Rnd 7
6/16	Heinola, Finland, Rnd 8
6/23	Foxhill, England, Rnd 9
7/14	Maracay, Venezuela, Rnd 10
7/28	Borgo Magg., San Mar., Rnd 11
8/4	Iffendic, France, Rnd 12
8/18	Kester, Belgium, Rnd 13
9/1	Roggenburg, Swtzrld, Rnd 14

World C'ship 500cc MX Series

3/31	Gallarate, Italy, Rnd 1
4/21	Schwanenstadt, Austria, Rnd 2
5/5	Plomion, France, Rnd 3
5/12	Arganil, Portugal, Rnd 4
6/2	Sverepec, Slovakia, Rnd 5
6/16	Berghem, Netherlands, Rnd 6
6/30	Kramolin, Czech Republic, Rnd 7
7/21	Ballykelly, Ireland, Rnd 8
8/4	Namur, Belgium, Rnd 9
8/11	Folkendange, Lxmbrg, Rnd 10
8/25	Saxtorpsbanan, Sweden, Rnd 11
9/8	Gaildorf, Germany, Rnd 12

World C'ship Trials Series

4/13-14	Spain, Rnd 1
4/20-21	Great Britain, Rnd 2
4/27-28	Ireland, Rnd 3
5/25-26	United States, Rnd 4
6/1-2	Canada, Rnd 5
6/15-16	France, Rnd 6
6/22-23	Italy, Rnd 7
7/13-14	Germany, Rnd 8
7/27-28	Czech Republic, Rnd 9
8/17-18	Belgium, Rnd 10

World Cup Indoor Trials Series

3/30	Tokyo, Japan

International Six Day Enduro

8/12-17	Hameenlinna, Finland

Motocross des Nations

9/15	Jerez, Spain

Trials des Nations

8/31-9/1	Kinner, Sweden

AMA Grand Nat'l C'ship Series

4/20	Pomona, CA, Rnd 2
5/4	Harrington, DE, Rnd 3
5/26	Springfield, IL, Rnd 4
6/1	LaSalle, IL, Rnd 5
6/15	TBA, Rnd 6
6/22	Sedalia, MO, Rnd 7
6/29	Lima, OH, Rnd 8
7/6	Lake Odessa, MI, Rnd 9
7/14	Du Quoin, IL, Rnd 10
7/20	TBA, Rnd 11
7/27	Oklahoma City, OK, Rnd 12
8/4	Peoria, IL, Rnd 13
8/7	Rapid City, SD, Rnd 14
8/10	Lincoln, NE, Rnd 15
8/17	Indianapolis, IN, Rnd 16
8/24	Goshen, IN, Rnd 17
9/1	Springfield, IL, Rnd 18
9/8	Syracuse, NY, Rnd 19
9/14	Rossburg, OH, Rnd 20
9/21	Knoxville, IA, Rnd 21
9/28	Sacramento, CA, Rnd 22
10/5	Pomona, CA, Rnd 23
10/13	Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series

4/20	Pomona, CA, Rnd 1
5/4	Harrington, DE, Rnd 2
5/26	Springfield, IL, Rnd 3
6/1	LaSalle, IL, Rnd 4
6/22	Sedalia, MO, Rnd 5
7/6	Lake Odessa, MI, Rnd 6
7/14	Du Quoin, IL, Rnd 7
8/10	Lincoln, NE, Rnd 8
8/24	Goshen, IN, Rnd 9
9/1	Springfield, IL, Rnd 10
9/8	Syracuse, NY, Rnd 11
9/21	Knoxville, IA, Rnd 12
9/28	Sacramento, CA, Rnd 13
10/5	Pomona, CA, Rnd 14
10/13	Del Mar, CA, Rnd 15

AMA Supercross Series

3/16	Houston, TX, Rnd 8
3/23	Dallas, TX, Rnd 9
3/30	Indianapolis, IN, Rnd 10
4/6	Tampa, FL, Rnd 11
4/13	Pontiac, MI, Rnd 12
4/20	Charlotte, NC, Rnd 13
4/27	St. Louis, MO, Rnd 14
5/18	Cleveland, OH, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series

5/5	Sacramento, CA, Rnd 2
5/12	San Bernardino, CA, Rnd 3
5/26	Mount Morris, PA, Rnd 4
6/16	Budds Creek, MD, Rnd 5
6/23	Southwick, MA, Rnd 6
7/7	Buchanan, MI, Rnd 7
7/21	New Berlin, NY, Rnd 8
7/28	Troy, OH, Rnd 9
8/4	Millville, MN, Rnd 10
8/18	Washougal, WA, Rnd 11
8/25	Binghamton, NY, Rnd 12
9/1	Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series

3/24	Phoenix, AZ, Rnd 1
4/28	San Bernardino, CA, Rnd 2
5/5	Sacramento, CA, Rnd 3
5/12	San Bernardino, CA, Rnd 4
6/8	Ogden, UT, Rnd 5
6/23	Mammoth, CA, Rnd 6
8/18	Washougal, WA, Rnd 7
9/1	Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series

9/15	Danville, VA, Rnd 1
9/22	Buchanan, MI, Rnd 2
9/29	London, KY, Rnd 3
10/6	Englishtown, NJ, Rnd 4
10/13	Casey, IL, Rnd 5

AMA Four-Stroke National East/West Shoot-Out

10/20	Blountville, TN

AMA Superbike National Championship Series

4/19-21	Pomona, CA, Rnd 2
4/26-28	Monterey, CA, Rnd 3
5/17-19	Homestead, FL, Rnd 4
5-31/6-2	Lexington, OH, Rnd 5
6/7-9	Elkhart Lake, WI, Rnd 6
6/14-16	Loudon, NH, Rnd 7
7/12-14	Brainerd, MN, Rnd 8
8/23-25	Sonoma, CA, Rnd 9
9/27-29	Chandler, AZ, Rnd 10
10/4-6	Las Vegas, NV, Rnd 11

North American Sport Bike Series

3/29-31	Braselton, GA, Rnd 3
5/18-19	Brainerd, MN, Rnd 4
8/2-4	Elkhart Lake, WI, Rnd 5
8/9-11	Portland, OR, Rnd 6
8/30-9/1	Pocono, PA, Rnd 7
10/4-6	Loudon, NH, Rnd 8
10/17-20	Daytona Beach, FL, Rnd 9

Formula USA Series

3/29-31	Braselton, GA, Rnd 3
5/18-19	Brainerd, MN, Rnd 4
8/2-4	Elkhart Lake, WI, Rnd 5
8/9-11	Portland, OR, Rnd 6
8/30-9/1	Pocono, PA, Rnd 7
10/4-6	Loudon, NH, Rnd 8
10/17-20	Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series

3/17	Forest Hill, LA, Rnd 3
3/31	Crosbyton, TX, Rnd 4
4/28	Wellston, OH, Rnd 5
6/23	West Greenwich, RI, Rnd 6
9/8	Canton, IL, Rnd 7
9/15	London, KY, Rnd 8
10/13	Bellingham, WA, Rnd 9
10/27	Delaware City, DE, Rnd 10

AMA National Championship Reliability Enduro Series

5/18-19	New Waverly, TX, Rnd 1
5/25-26	McArthur, OH, Rnd 2
6/1-2	Idaho City, ID, Rnd 3

AMA National Championship Hare Scrambles Series

3/24	Columbus, TX, Rnd 2
4/14	Hurricane Mills, TN, Rnd 3
4/21	Redding, CA, Rnd 4
6/30	Berkshire, NY, Rnd 5
9/22	Roseburg, OR, Rnd 6
10/6	Lynnville, IN, Rnd 7
10/20	Park Hills, MO, Rnd 8
11/3	Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series

3/17	Murphy, ID, Rnd 2
4/13	Jericho, UT, Rnd 3
4/28	Red Mountain, CA, Rnd 4
9/15	Yerington, NV, Rnd 5
10/6	Reno, NV, Rnd 6
10/27	Lucerne Valley, CA, Rnd 7

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series

3/24	Hickory, NC, Rnd 2
4/14	Hurricane Mills, TN, Rnd 3
4/28	Clarksburg, WV, Rnd 4
5/11	Brownsville, PA, Rnd 5
6/2	Boyers, PA, Rnd 6
6/16	Elizabeth, WV, Rnd 7
8/25	Millfield, OH, Rnd 8
9/15	Fairmont, WV, Rnd 9
9/28	Mount Morris, PA, Rnd 10
10/13	Lisbon, OH, Rnd 11
10/27	Crawfordsville, IN, Rnd 12

SCORE Desert Championship Series

5/31-6/1	Ensenada, BC, Mexico
10/8-10	Baja Calif., Mexico

Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series

4/23	TBA, CA, Rnd 1
6/29-30	Mount Olive, IL, Rnd 2 & 3
7/6-7	Jasper, TN, Rnd 4 & 5
8/24-25	Donner, CA, Rnd 6 & 7
8/31	Omaha, NE, Rnd 8
9/1	Kansas City, MO, Rnd 9
2/25	Bremen, GA
3/3	Bolivar, TN
3/17	Centervile, TN
3/24	Cadiz, KY

Championship Cup Series

Florida Region

3/17	Palm Beach, FL
3/29-31	Braselton, GA
4/29	Palm Beach, FL
5/27	Palm Beach, FL
6/23	Palm Beach, FL
7/14	Homestead, FL
7/28	Palm Beach, FL
8/25	Palm Beach, FL
8/31-9/1	Bloomingdale, GA
9/15	Palm Beach, FL
12/8	Homestead, FL

Great Lakes Region

3/23-24	Topeka, KS
4/20-21	Grattan, MI
4/27-28	Mount Meridian, IN
5/11-12	Elkhart Lake, WI
6/8-9	Grattan, MI
7/6-7	Grattan, MI
7/27-28	Mount Meridian, IN
8/2-4	Elkhart Lake, WI
8/24-25	Grattan, MI
9/7-8	South Haven, MI
9/14-15	Grattan, MI

Great Plains Region

3/23-24	Topeka, KS
4/27-28	Mount Meridian, IN
5/11-12	Elkhart Lake, WI
5/18-19	Brainerd, MN
6/22-23	Rockton, IL
7/13-14	Topeka, KS
8/2-4	Elkhart Lake, WI
8/24-25	Topeka, KS
9/21-22	Rockton, IN

Mid-Atlantic Region
3/16-17 Talladega, AL
3/29-31 Braselton, GA
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
3/23-24 Topeka, KS
4/13-14 Rockton, IL
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
4/6-7 Loudon, NH
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
*8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
*8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
3/16-17 Talladega, AL
3/29-31 Braselton, GA
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
3/23-24 Phoenix, AZ
4/27-28 Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
3/16-17 College Station, TX
4/13-14 Henderson, TX
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
3/16-17 Faulkville, GA
3/23-24 Braselton, GA
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
3/30-31 Clermont, IN
4/6-7 Grattan, MI
4/20-21 South Haven, MI
5/4-5 Grattan, MI
5/18-19 Mount Meridian, IN
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
4/13-14 Summit Point, WV
4/20-21 South Haven, MI
6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

Southwest Region
3/29-31 Las Vegas, NV

WERA Nat'l Challenge Series
3/29-31 Las Vegas, NV, Rnd 1
5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series
3/30 Las Vegas, NV, Rnd 1
5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
3/17 College Station, TX, Rnd 1
* 3/23 Braselton, GA, Rnd 2
3/30 Clermont, IN, Rnd 3
4/6 Grattan, MI, Rnd 4
4/13 Talladega, AL, Rnd 5
* 4/13 Summit Point, WV, Rnd 6
4/14 Henderson, TX, Rnd 7
4/27 South Haven, MI, Rnd 8
* 5/4 Grattan, MI, Rnd 9
5/11 Talladega, AL, Rnd 10
5/18 Mount Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Faulkville, GA, Rnd 13
* 6/2 College Station, TX, Rnd 14
6/7-9 Hallett, OK, Rnd 15
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
4/13-14 Rosamond, CA
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
3/30 Casey, IL
4/21 Brentwood, CA
5/4 Blountville, TN
5/11 Mount Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
3/24 Lucerne Valley, CA
4/20 Brentwood, CA
5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
4/12 Rosamond, CA
4/13 Rosamond, CA
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional MX Series
3/30 Casey, IL
4/27 Wapella, IL
5/11 Putnam Park, IN
5/18 Collins, MO
5/26 Lamoni, IA
6/2 Fredonia, KS
6/15 Grattan, MI
6/29 Peoria, IL
7/14 Mitchell IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
3/17 Tulare, CA
5/5 Dixon, CA
6/23 Eugene, OR
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

NETRA Championship Enduro Series
4/28 Freetown, MA
6/2 Wrentham, MA
6/9 Somers, CT
6/23 W. Greenrich, RI
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
4/14 Modena, NY
5/12 Fishouse, NY
5/19 Chepachet, RI
6/16 Thomaston, CT
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
5/19 W. Greenwich, RI
6/8-9 Loudon, NH
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
4/27 Brimfield, MA
5/11 Fishouse, NY
6/15 Thomaston, CT
6/22 Southampton, NA
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
3/28-30 Las Vegas, NV
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
3/17 Forest Hill, LA
3/31 New Augusta, MS
4/28 Saucier, MS
5/5 Wiggins, MS
5/19 Clanton, AL
6/2 Laurel, MS

25th Annual
NMA National Motorcycle Association SANCTIONED
WORLD MINI GRAND PRIX
LAS VEGAS NEVADA
$75,000 CASH & CONTINGENCIES
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The Strip
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DIAMOND
E-Z FOIL
Dave Hansen DHMA MOTOCROSS ACADEMY
SHOEI
ENDURA
DIRT SQUIRT
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DIRT RIDER
TAPER
AC RACING COMPONENTS
MOTOCROSS ACTION
TMR
SIDI
NMA RIDER BIKE CLASSES
50 P.Wee Stk. Thru 6
50 P.Wee Mod. Thru 6
50 P.Wee Stk. 7-8
50 P.Wee Mod. 7-8
50 Super PW Mod. 6-9
60 Jr. Cycle Stk. 6-8
60 Jr. Cycle Stk. 9-11
60 Jr. Cycle Mod. 6-11
80 Stk. Thru 11
80 Mod. Thru 11
80 Stk. Beg. 12-16
80 Stk. 12-13
80 Mod. 12-13
80 Stk. 14-16
80 Mod. 14-16
Super Mini Thru 16
125 Open-16 (Non-Pro)
125 Stk. Beg.
125 Mod. Beg.
125 Stk. Nov.
125 Mod. Nov.
125 Stk. Inter.
125 Mod. Inter.
125 Stk. Pro
125 Mod. Pro
250 Stk. Nov.
250 Mod. Nov.
250 Stk. Inter.
250 Mod. Inter.
250 Stk. Pro
250 Mod. Pro
Plus 30 (Non-Pro)
Post-Entry Only At the Track
Thursday, April 11: 1:00-5:00PM • Friday, April 12: 6:30-8:30AM
FOR ENTRY FORMS AND INFO PACKET:
CALL 310 - 868-8112 OR 909 - 657-6782

Rainbow II Cycle Park
D.A.R.E.
San Jacinto, CA
TO RACE MOTOCROSS
Saturday, March 30
• Classes by age or bike size, including quads.
• Special kids support class for 60cc & 80cc bikes.
(If you support your local police department)
• Trophies will be presented to winners of all classes.
• Drawings, Prizes and Raffles.
• A special invitation to all police chief's to participate in a "Chief's Race." Special prize to the winner.
Rainbow Cycle Park and the San Jacinto Police Department Invite all Southern California Police Departments, Fire Agencies, Medical Services and Federal Agencies to participate in a fund raiser with proceeds to benefit the San Jacinto D.A.R.E. Program.
Info (909) 654-5020 Bob Harvell (909) 487-9932 Sergeant Rodriquez

CYCLE SERVICE RACING
1244 N. Gaffey St., San Pedro, CA 90731
(310) 548-6874
Complete Professional Machine Shop
Cylinder Boring, Heliarc Welding, Suspension Tuning
Accepting Resumes for KTM Race Support
ALL TOP QUALITY
KTM MOTORCYCLES Husqvarna
MAICO Parts & Service
UPS Daily

STARWEST SUPERCROSS PARK
(909) 943-4535
(909) 657-8845
Open Riding Practice
Tuesday & Thursday Nights!
4:30 pm to 9:30 pm
NEW EXPANDED HOURS
Saturday Mornings!
9:00 am to 2:00 pm
SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway
at the Lake Perris Fairgrounds

CCC MOTO-X RACING
The 3rd Annual
ANSWER
Race Around The LAKE
Sunday March 31

7:30 Parade Lap
8:00 Unclassified (open to everyone)
9:00 60's, 80's & Women
10:00 All Vets
11:00 Vintage, 4 Strokes, +25
12:00 Parade Lap
12:30 All Beginners
1:30 Nov, Int, & Pro
2:30 Team Race

Mail Entry $25
Non Member Entry $30
Post Entry $30
Non Member $35
Pre-Entries must be received by Friday March 29th

All Classes Race for 45 minutes

(805) 294-0020
30517 The Old Rd
Castaic, CA 91384

TULARE CYCLE PARK
Tulare, CA
Event Calendar

Saturday, April 13	MX Practice
Sunday, April 14	MX Race
Saturday, April 27	MX Practice

SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

What makes a perfect gift for the person who has everything?
a CYCLE NEWS *gift subscription!*
Call (310) 427-7433 to order today.

GNC Texas Series
March 31, 1996
Mosier Valley MX
Euless, Texas
Call: 817-694-2901
GNC MOTOCROSS

SRA GP California Schedule
Members Non Members
Sunday, March 31
Carlsbad
Info (714) 957-2985

OVER the HILL GANG
Sunday, March 31 Starwest
OTHG Only Race
100% plus Pro Payback • New over 38+ class
The Ultimate 30+ Vet MX Club Info: (310) 864-6875

CLUB MOTO
OPEN PRACTICE
Tuesday & Thursday 4PM to 10:30PM
Saturday & Sunday 9AM to 5PM
Full Prep Every Open Day
Livermore, CA (510) 443-MOTO

THE 1996 AMP SPRING SERIES IS COMING
RD #1
MARCH 24, THE OATFIELD
RD #2
MARCH 31, HOLLISTER
INFO: (209) 541-0860 (408) 238-8208

DISTRICT 37 AMA COMPETITION
District #37 Referee
Mike Martin
(619) 251-3489
Or For Race Info Only (310) 376-1329
On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Mar 23-24	Huntington Beach M.C. @ Camp Rk, Lucerne Vly Info: John 714-633-2758	Triple Euro. Scrambles
Apr. 14	So. Cal. M.C. @ Teagle Wash, Red mountain Info: John 818 768-0404	Hare & Hound
Apr. 20-21	Hilltoppers M.C. @ Carlsbad Raceway Info: Dave 310-428-4971	Gran Prix
Apr. 28	Vikings M.C. @ Teagle Wash, Red Mountain Info: Jim 310-732-0236	Nat'l Hare & Hound

Dual Sport Schedule Info (818) 249-2141 (3,1)

Date	Club	Event
Mar 30-31	Big Bear Trail Riders Cancelled	Dual Sport
Apr 13-14	Team Dual Dogs' "Dog Run" @ Dick Allen's, Newhall Info: Damon 818-701-1913	Dual Sport
Apr. 28	Team Dual Dogs @ Glen Helen, San Bernardino Info: Damon 818-701-1913	Dual Sport

(209) 673-8080
GFI Racing North

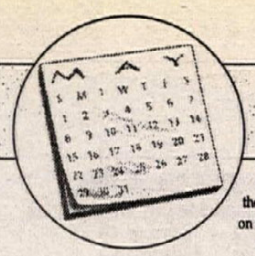
Sat & Sun. Mar. 23 & 24	GFI North-South Showdown	Perris, CA
Fri., April 12	GFI Spring Series - Rnd. 1 (Night Race)	Madera, CA

GFI RACING
(909) 684-6996
A Rider For the Riders

Sat., Mar. 23	AXO Racing/GFI Winter Series Round 3* make up date	Perris
Sun., Mar. 24	GFI Winter Series North-South Showdown	Perris

*Honda, Kawasaki, Suzuki & Yamaha Contingency Programs

Glen Helen SHOEI AMA ProRacing
125/250cc National MX
May 12
24 Hr. Info: 909-880-3090



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

6/16 Fort Polk, LA
6/30 Goodman, MS
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
4/13 Purcell, OK
4/14 Ada, OK
5/4 Indianapolis, IN
5/19 Columbus Junction, IA
6/2 LaSalle, IL
6/8-9 Wichita, KS
6/16 Indianapolis, IN
6/23 Sedalia, MO
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Lexington, OK
10/14 Del Mar, CA
Info 918/836-6999

SETRA Championship Hare Scrambles Series
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Black Jack Enduro Circuit
3/24 Cass, AR
4/14 Oklahoma City, OK
5/5 Little Rock, AR
5/19 Flatriver, MO
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
3/24 Turkey, TX
4/21 Pueblo, CO
5/5 Chadron, NE
5/26 Limon, CO
6/9 Buena Vista, CO
6/23 Upton, WY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
4/20 Las Vegas, NV
5/11 Phoenix, AZ
6/22 Palmdale, CA
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

EARA Atlantic Cup Series
4/20 Bedford, PA
5/5 New Bloomfield, PA
6/1 Bedford, PA
6/16 Langley, VA
7/7 Langley, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Langley, VA
11/3 Langley, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
5/19 Rosarito, BC, Mex.
8/11 Rosarito, BC, Mex
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
3/30-31 Sacramento, CA
4/20-21 Sacramento, CA
5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
3/17 Perris, CA
4/26-28 Del Mar, CA
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
3/17 Colorado Springs, CO
3/24 Grand Junction, CO
3/31 Pueblo, CO
4/7 Colorado Springs, CO
4/14 Pueblo, CO
4/21 Cheyenne, WY
4/28 Aurora, CO
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthound, CO
6/30 Colorado Springs, CO
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National SX Series
5/4 Pueblo, CO
5/11 Greeley, CO
5/18 Grand Junction, CO
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA Texas Hare Scramble Series
3/24 North Columbus, TX
4/14 High Grove, TX
4/28 Fort Hood, TX

AMA/District 37 Grand Prix Series
4/20-21 Carlsbad, CA
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

Mid-Atlantic Vintage Trials Series
3/24 Union Bridge, MD
5/4-5 Toronto, OH
6/2 TBA
6/23 Williamsport, PA
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/ 775-7209

FTA Trials C'ship Series
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
3/24 Dade City, FL
3/31 Dania, FL
4/14 Orlando, FL
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
4/20 Orlando, FL
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
3/17 Hillsboro, KS
4/21 Arkansas City, KS
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
3/24 Marion, KS
4/14 Hillsboro, KS
4/28 Marion, KS
5/5 Arkansas City, KS
5/19 Sterling, KS
6/2 Marion, KS
6/16 Hillsboro, KS
6/23 Sterling, KS
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA World Mini Grand Prix
4/12-14 Las Vegas, NV
Info 310/868-8112 or 909/657-6782

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals
10/4-6 Branson, MO
Info 909/657-6834

GNC Texas Series
3/31 Euless, TX
4/14 Burleson, TX
4/21 Waller, TX
4/28 Bastrop, TX
5/5 Whitney, TX
5/19 Euless, TX
Info 817/694-2901

AMA MX Mega Series
3/24 Blountville, TN
3/31 Kingsport, TN
4/14 Kingsport, TN
4/28 Wytheville, VA
5/5 Blountville, TN
5/18-19 Blountville, TN

6/9 Blountville, TN
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
3/24 Whitney, TX
4/7 Wheatherford, TX
4/21 Montague, TX
5/5 Bulcher, TX
5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
5/18-19 Pioche, NV
6/16 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

AHRMA Golden State Vintage MX Series
5/19 Madera, CA
6/2 Madera, CA
6/16 Madera, CA
6/30 Madera, CA
7/14 Madera, CA
8/4 Madera, CA
9/8 Madera, CA
9/22 Madera, CA
10/6 Madera, CA
11/17 Madera, CA
Info 209/661-0706

WSMC Road Race Series
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
3/23-24 La Grange, CA
4/13-14 Idaho Falls, ID
4/27-28 Marysville, CA
5/11-12 Boise, ID
5/25-26 TBA, WA
6/1-2 Edmonton, AB, Can.
6/27-28 TBA, Can.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
5/18 Myrtle Beach, SC
9/6 Asheboro, NC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
3/30-31 Hurricane Mills, TN
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
3/17 San Bernardino, CA
3/30-31 Big Bear Lake, CA
4/13-14 Newhall, CA
4/28 San Bernardino, CA
5/4-5 St. George, UT
5/5 San Bernardino, CA
5/18-19 Frazier Park, CA
5/25-26 St. George, UT

* 6/8-9 Lake Isabella, CA
6/16 Glendale, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/10 Riverside, CA
11/29-30 LA-Barstow-Las Vegas
12/1 Las Vegas, NV
12/29 Mojave, CA
Info 818/249-2141

Rocky Mountain Dual Sport Series
5/19 Conifer, CO
6/9 Salida, CO
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National MX Series
4/27-28 Odgen, UT
5/18-18 Salt Lake City, UT
6/8-9 Elko, NV
6/22-23 Boise, ID
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

GFI Winter Series
South Region
3/23 Perris, CA
North-South Showdown
3/24 Perris, CA
Info 909/684-6996

The AMP/Mechanic's Wear/ FMF/Yamaha of Modesto Spring Series
3/24 Turlock, CA, Rnd 1
3/31 Hollister, CA, Rnd 2
4/14 Turlock, CA, Rnd 3
4/21 Hollister, CA, Rnd 4
4/28 Turlock, CA, Rnd 5
Info 209/642-4364

Championship Enduro Series
3/17 Greenbank, NJ
3/31 Belleplain, NJ
4/28 Indian Mills, NJ
5/5 New Lisbon, NJ
5/12 Stanhope, NJ
5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 West Greenwich, RI
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
4/14 Waren Grove, NJ
4/21 St. Georges, DE
5/19 Belleplain, NJ
6/9 Woodland Twp., NJ
6/30* Berkshire, NY
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
6/16 Brandonville, PA
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
4/14 Chepachet, RI
4/28 Meriden, CT
6/9 Chepachet, RI
7/28 Exeter, RI
8/11 Wrentham, MA
9/15 Exeter, RI
9/21-22 Ossippee, NH
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

U.S. Eastern Pro-Am MX Spring Series
3/24 Danville, VA
3/31 Dillwyn, VA
4/7 Sanford, NC
4/14 Elizabeth City, NC
5/12 Wytheville, VA
5/19 Danville, VA
5/26 Elizabeth City, NC
6/2 Axton, VA

Hammerhead Grand Championship Series
7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
3/24 Martinsville, VA
4/14 Budds Creek, MD
4/28 Dillwyn, VA
5/5 Martinsville, VA
5/19 Surry, VA
5/26 Rural Retreat, VA
6/9 Ivor, VA
6/23 Pulaski, VA
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA

NESC Motocross Spring Series
3/17 Middleboro, MA
3/24 Middleboro, MA
3/31 Southwick, MA
4/7 Central Village, CT
4/14 Southwick, MA
4/21 Middleboro, MA
4/28 Middleboro, MA
5/5 Southwick, MA
5/12 Central Village, CT
5/19 Southwick, MA
5/26 Greene, ME
5/27 Greene, ME
6/2 Middleboro, MA
6/9 Central Village, CT
6/16 Southwick, MA
6/30 Southwick, MA
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series
7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
5/5 Mead, CO
5/19 Peublo, CO
6/2 Mead, CO
6/16 Denver, CO
6/30 Denver, CO
7/14 Mead, CO
7/20 Mead, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

MARCH

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

YAMAHA HONDA SUZUKI
Kawasaki 24TH ANNUAL
TEXAS SERIES
Factory Contingencies To Selected Classes
Other Contingencies To Be Announced

RACE INFORMATION

Sign Up	6:00 a.m.
Practice	7:00 a.m.
Race Starts	8:45 a.m.
Gate Fee	$7/person
Entry Fees	Amateurs $25
	Experts $35
	0/25 & 30 $25
Ex. Purse	$1,000
	($500 per class)
125cc & 250cc 8 rider minimum	
100% Payback if not 8 riders	
50% of Gate in case of bad weather	
0/25 & 30	
Experts:	100% Payback

CLASSES:

Teeny Mini Stock	+25 Novice
Teeney Mini Mod	+25 Int.
Mini Mini (6-11) Stk	+25 Expert
Mini Mini (6-11) Mod	+30 Nov.
Mini Jr. (7-11)	+30 Int.
Mini Sr. (12-13)	+30 Expert
Mini Sr. (14-16)	+40
125 Novice	Mini Open
125 Int.	(7-16)
125 Expert	Mini Beg.
250 Novice	(7-16)
250 Int.	125 Beg.
250 Expert	250 Beg.
Open	

Mosier Valley MX
March 31
(817) 540-0815

Burleson MX Park
April 14
(817) 295-1760

290 MX/Waller, TX
April 21
(713) 893-4807

Lakeside Motorsport/Bastrop
April 28
(512) 303-9707

Lake Whitney Cycle Ranch
May 5
(817) 694-2901

Rain Date (Whitney)
May 12
(817) 694-2901

Mosier Valley
May 19
(817) 540-0815

Rain Date (TBA)
May 28

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CRC

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CRC

Race 1
Golden Bear GP
Glen Helen
Sunday, March 31
200% Pro Pay Back
$2,000 in Prizes
Pomona Valley Kawasaki
1170 West Holt Ave.
Ontario, CA
(909) 983-5988

Race 2
Motocross
LA County Raceway
Sunday, April 7
200% Pro Pay Back
$2,000 Gift Certificates
Dick Allen
Yam-Hon-Kaw-KTM-ATK
24601 Arch St.
Newhall, CA 91321
(805) 259-8460

Race 3
Motocross
Edwards AFB
Sunday, April 14
200% Pro Pay Back
$2,000 Gift Certificates
Victorville Suzuki-Kawasaki
Formerly High Desert Kawasaki
14327 Amargosa Road
Victorville, CA
(619) 241-2028

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

APRIL

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

* DENOTES PRO PAYBACK

Wed, March 20

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 23-24

ALABAMA MOTOCROSS/POKER RUN - Tuskegee International Speedway, Tuskegee. Info: 334/727-4130

CALIFORNIA TRI-EUROPEAN SCRAMBLES - Dist. 37/AMA/Huntington Beach Motorcycle Club, Johnson Valley OHV area, Lucerne Valley. Info: 714/633-2758.

CANADA SHOW & SWAP MEET - Neveu Productions Inc., Motorcycle swap meet, custom bike show, motorcycle auction and tattoo contest, Queen Elizabeth Building, Exhibition Place, Toronto. Info: 705/778-2275.

* VIRGINIA AMA AREA QUALIFIER - AMA/District 13, Banville, Info: 804/836-3633.

Sat, March 23

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

* CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M.C., Lodi. Info: 209/544-1027.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

* IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

OHIO MOTOCROSS - AMA/New Moon Motocross, Springfield. Info: 513/324-2453.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, March 24

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Oakflat. Info: 602/582-2294.

ARKANSAS ENDURO - Black Jack Enduro Circuit, White Rock Enduro, Cass. Info: 417/345-26211.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series: North-South Showdown, Perris Raceway, Perris. Info: 909/684-6996.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, El Trial de Espana, vintage/beginner, Lucerne. Info: 916/967-0262.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLE - AMA/Dist 36/Hayward M.C., B&C Series, Cow Mountain, Ukiah. Info: 510/828-7518.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/A&J Promotions, Nor-Cal Series, Metcalf Cycle Park, San Jose. Info: 510/829-9386.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 1, The Oatfield, Turlock. Info: 209/541-0860 or (408) 238-8208.

* COLORADO MOTOCROSS - SRAC/Extreme Promotions, Grand Junction Outdoors, Grand Junction. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.

* KANSAS MOTOCROSS - K.O.R.R. Championships, Green Acres, Marion. Info: 316/942-6527.

KENTUCY MOTOCROSS - AMA/West KY Motocross, Lowes. Info: 502/642-2345 or 674-5525.

KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Cadiz. Info: 615/859-0873.

MARYLAND HARE SCRAMBLE - AMA/D-7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

* MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - NESC, Middleboro. Info: 413/772-0685.

MID-WEST TRIALS - Mid-West Trials Assoc., Omaha. Info: (402) 556-1306.

MISSOURI SHOW - J&P Promotions, Inaugural Super Series Bike Show & Parts Extravaganza, American Royal Complex, Hale Arena, Kansas City. Info: 319/462-6011.

* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NORTH CAROLINA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Hickory. Info: 304/284-0084.

OHIO MOTOCROSS - AMA/D-11/Lost Hollow Racing, Nelsonville. Info: 614/767-3089.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS - Middle Atlantic Motocross Association, youth, Happy Ramblers, Hanover. Info: 410/273-9035.

* PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/High Plains Division, Caprock Canyon Enduro, Turkey. Info: 800/55-TSCEC.

TEXAS HARE SCRAMBLES - AMA/Trail Riders of Houston, National Championship Series, Columbus. Info: 713/444-1542.

* VIRGINIA MOTOCROSS - AMA/District 13/District 24, US Eastern Pro AM Motocross Spring Series, Danville. Info: 804/836-3633.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 508/837-3595.

Wed, March 27

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 30-31

* CALIFORNIA HILL CLIMB - Skips at Carnegie, Carnegie Motorcycle Park, Tracy. Info: 510/455-1318.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

TENNESSEE DUAL SPORT - AMA/Racer Productions, Dual Sport Trail Ride Series, Hurricane Mills. Info: 304/594-1157.

TEXAS DRAG RACE - AMRA, Southern Region, 1/8 mile, Hallsville Dragway, Hallsville. Info: 708/250-0838.

Sat, March 30

CALIFORNIA MOTOCROSS - D.A.R.E. San Jacinto Police Dept. invites all police, fire and medical agencies, Rainbow II Cycle Park, San Jacinto. Info: 909/654-5020.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M.C., Lodi. Info: 209/544-1027.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Gulf Coast Motocross Championships, Milton. Info: 904/623-6038.

ILLINOIS VINTAGE MOTOCROSS - AHRMA/AMA, Vintage Iron MX National - Rnd 2, Lincolm Trial Motocross, Casey. Info: 217/932-2041.

* IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

SOUTH CAROLINA MOTOCROSS - Kilgore Moto-Sports, I-95 MX Track, Hardeeville. Info: (803) 784-2408.

Sun, March 31

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

* ARIZONA MOTOCROSS - Cerbat Motor Sports, Kingman. Info: 520/757-7438

CALIFORNIA GRAND PRIX - CRC, Golden Bear, Glen Helen Raceway, San Bernardino. Info: 805/ 272-8889 or 909/880-3090.

* CALIFORNIA MOTOCROSS - Motowest/AMP, Spring Series - Rnd 2, Hollister Hills MX track, Hollister. Info: 408/238-8208 or 415/587-8678.

* CALIFORNIA MARATHON - CMC, Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA GRAND PRIX - SSC/MX 3rd Annual Race Around the Lake, Castaic. Info: (805) 294-0020.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 2, Hollister Hills GP track, Hollister Hills. Info: 209/541-0860 or (408) 238-8208.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Spring Classic Nationals - Rnd 1, Quail Canyon, Gorman. Info: 714/367-1141.

* COLORADO MOTOCROSS - SRAC/Pueblo Motorsports Inc., Pueblo Raceway, Pueblo. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Pepsi/Air Dania MX Park, Dania. Info: 407/333-2356.

GEORGIA MOTOCROSS - AMA/Championship Series, Roberta. Info: 912/788-0413

* KANSAS MOTOCROSS - KMSA, Great Bend. Info: 913/842-8272 or 316/792-7513.

KENTUCKY MOTOCROSS - Pendleton Co. M.C.M.C. Park, Gardnerville. Info: 606/472-3442.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - NES., Southwick. Info: 413/772-0685.

MASSACHUSETTS SHOW - J&P Promotions, 3rd Annual Super Series Bike Show & Parts Extravaganza, Bayside Expo Center, Boston. Info: 319/462-6011.

MICHIGAN MOTOCROSS - Spring Fling, Mustang Acres, Brighton. Info: 810/229-9719.

* NEBRASKA MOTOCROSS - Outlaw Motocross Series - Rnd 2, White Sands Raceway, Ashland. Info: 402/556-5801.

* NORTH CAROLINA MOTOCROSS - AMA, Reidsville. Info: 910/342-4492.

OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, Mansfield. Info: 419/774-0430.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OKLAHOMA MOTOCROSS - Oklahoma State Motocross Series - Rnd 2, Lawton. Info: 405/355-1106.

OREGON POKER RUN - OMRA/COMAC, Joker Poker Run, non-points event, Bend. Info: 503/678-2779.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Hidden Acres, Kingsport. Info: 423/323-5497.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/High Plains Division, LTR AMA National, Post. Info: 800/55-TSCEC.

TEXAS ENDURO - AMA/Lubbock Trail Riders, National Championship Series, Crosbyton. Info: 806/748-0446.

TEXAS MOTOCROSS - GNC, GNC Texas Series, Mosier Valley MX, Euless. Info: 817/694-2901.

TEXAS MOTOCROSS - West Texas Motocross Park, Midland. Info: 915/683-8117.

* VIRGINIA MOTOCROSS - AMA/District 13, US Eastern Motocross Spring Series, Dillwyn, Info: 804/836-3633

Wed, April 3

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

April 6-7

WASHINGTON ROAD RACE - WMRRA, Seattle. Info: 206/972-4499.

Sat, April 6

* CALIFORNIA MOTOCROSS - Motowest/AMP, Club Moto, Livermore. Info: 408/238-8208 or 415/587-8678.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M.C., Lodi. Info: 209/544-1027.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

MICHIGAN MOTOCROSS - Baja Acres, Spring Fling, Millington. Info: 517/871-3356.

NORTH CAROLINA MOTOCROSS - 226 MX, Day Event, Info: 704/652-3758

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, Loretta Lynn qualifier, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, Easter Egg Special, Delmont. Info: 304/284-0084.

TEXAS VINTAGE GRAND PRIX - B.R.O.S./Pecan Creek MX Park, vintage only off-road grand prix, Denton. Info: 817/484-1321, 871/243-5764.

Sun, Apr 7

CALIFORNIA MOTOCROSS - CRC, Tri Race Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AMA, Blockbuster MX Series - Rnd 4, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

* COLORADO MOTOCROSS - SRAC/Coyote, Coyote Raceway, Colorado Springs. Info: 800/242-6581.

CONNECTICUT MOTOCROSS - NESC, C. Village. Info: 413/772-0685.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

* KANSAS GRAND PRIX - Outlaw Motocross Series - Rnd 3, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

* NEVADA MOTOCROSS - CMC/Nevada Over the Hill Gang, Spring Series - Rnd 3, Fernley International Raceway, Fernley. Info: 702/322-4311 or 702/359-0695.

NEVADA MOTOCROSS - NOT/ROTHG, Spring Motocross Series, Fernley. Info: 702/322-4311.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 3, Cathey's Creek, Forest City. Info: 423/323-5497.

OHIO HARE SCRAMBLES - CRA/Salem Motorcycle Club, Salem. Info: 216/482-2971 or 332-9465.

* PENNSYLVANIA MOTOCROSS - Happy Ramblers Motorcycle Club, Hanover. Info: 717/633-7708.

Wed, April 10

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

April 12-14

CALIFORNIA DESERT RACE - Baja Promotions, The Triple Crown of Cal-City High Desert Series/The Cal-CIty Spring Board 200, California City. Info: 818/992-6355.

CALIFORNIA ENDURANCE RACE - Sears Point Raceway, Hayward. Info: 510/537-8208.

NEVADA MOTOCROSS - NMA, World Mini Grand Prix, Las Vegas. Info: 310/868-8112.

Fri, April 12

* CALIFORNIA DIRT TRACK & TT - Western Regional, Willow Springs. Info: 818/992-5343.

* CALIFORNIA SPEEDWAY - International Speedway, season opener, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

April 13-14

CALIFORNIA DUAL SPORT - Team Dual Dogs, KTM California Dual Sport Series, Dog Run, Dick Allen's Yamaha/KTM, Newhall. Info: 818/701-1913.

Sat, April 13

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M/C, Lodi. Info: 209/544-1027.

CALIFORNIA DIRT TRACK - AHRMA/Willow Springs Flat Track, National & Regional. Info: 805/251-8662.

CANADA INDOOR SHORT TRACK - Motorsports of America, Hamilton, Ontario. Info: 800/544-8714 (in U.S.), 817/683-6410 (in Canada).

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

* NORTH CAROLINA SUPERCROSS - N.A.M.E., Reidsville. InfoL 910/342-4492.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* OHIO MOTOCROSS - AMA/American Motosports Inc., McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

UTAH HARE & HOUND - AMA/Sage Riders M/C, National Championship Series, Jericho. Info: 801/489-5631.

Sun, April 14

CALIFORNIA GRAND PRIX - 3rd Annual Chaparral 6-hr. team GP, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA HARE & HOUND - AMA/D-37/So. Cal. M.C., Teagle Wash, Red Mountain, Ridgecrest. Info: 818/768-0404.

* CALIFORNIA MOTOCROSS - CMC, Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - Argyll Park Promotions, Argyll Park, Dixon. Info: 916/678-3592.

CALIFORNIA MOTOCROSS - CRC, Tri Race Series, Edwards AFB, Edwards. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 3, The Oatfield, Turlock. Info: 209/541-0860 or (408) 238-8208.

CALIFORNIA MOTOCROSS - SCRU/D-36, Loretta Lynn qualifier, Hollister Hills Uper Ranch GP track, Hollister. Info: 408/264-6610.

* CALIFORNIA MOTOCROSS - Phillipsville. Info: 707/943-3029.

CALIFORNIA ENDURO - AMA/Dist. 36/North Bay Motorcycle Club, Navarro. Info: 707/ 578-0810.

COLORADO MOTOCROSS - SRAC/PMI, Pueblo. Info: 800/242-6581.

COLORADO MOTOCROSS - IMI /Kart Races, Denver. Info: 303/286-1813.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

HARLEY DAVIDSON BMW proud of your technical skills, believe in doing it right, you need to join our team. We have a reputation for service excellence, a benefit package, insurance, profit sharing, paid vacation, Factory training program. McCoys, US 41, Green Bay, WI 54303. 1(800) 236-1729. WI. (203-TFN)

Sales Pro Needed

Enjoy the "California Dreamin" life style in sunny So. Calif. join the #1 volume dealer in this district with Honda-Kawasaki-Jet Ski and power products. Phone Bob Emde at Poway Honda-Kawasaki. (800) 350-4151 or fax resume to (619) 486-3130. CA. (207-TFN)

ATV/Motorcycle Mechanic

Highly experienced able to do machining and welding. Largest ATV rental and repair shop on only driveable beach with sand dunes on central Calif. coast, two blocks from ocean. (800) 323-5811. CA. (209-16)

MECHANICS WANTED - Temple City Power Sports a multi-line dealership with watercraft and motorcycle. Experience a must, full-time position, great money and benefits. Call John Z. (818) 287-6167. CA. (209-12)

Parts Person Needed

Immediate opening for asst. parts manager. Full time, salaried position. Must be team player with m/c and pwc experience. Contact Randy at Indy H20 Sports Yamaha Kawasaki East. (317) 889-1600. IN. (209-TFN)

Parts Counter Person

Experienced preferred, will train the right person. Contact Bill at Champion Yamaha Honda Kawasaki (714) 642-4343. CA. (209-14)

Factory Sales Reps Needed

3 years experience, all regions, salary plus commission. Fax resume (619) 293-7960. CA. (210-13)

White Brothers Purchasing

White Brothers, the performance parts leader, is looking for a purchasing agent with multiple warehouse experience. Vast industry knowledge, leadership, and proven track record a must. Advance your career and secure your future with White Brothers. Comprehensive income package awaits the qualified individual. Send resume, White Brothers, 24845 Corbit Pl., Yorba Linda, Ca. 92687, Attn: HR. CA. (210-12)

Tech Wanted

Established independent multi-line shop wants an experienced ambitous and stable technician. Quality work is a must. Enjoy the scenic Northwest. Fax (503) 257-5001, phone (503) 257-7047. OR. (210-13)

Honda Technician

Long time established, small, busy Honda dealership needs full time experienced Honda technician, immediate opening, benefits, Glendale, CA. Please call Brian (818) 246-2461, fax resume (818) 246-4586. CA. (210-12)

Northwest Sleeve

Is rapidly expanding and we're looking for career oriented individuals to become part of our future. We specialize in sleeving and manufacturing aftermarket/OEM replacement sleeves for the recreational 2/4 stroke industry. We're looking for prior experience with small engines, operating boring bars, mills, etc., but we will train the right person! Excellent compensation/benefits. Send a letter of introduction or resume to: 150B N.E. Victory, Gresham, OR 97030. No phone calls. OR. (210-13)

Sales and Parts Position

Honda and Suzuki dealership, Orange Co., Ca. We're looking for good people to complete our team. Must be aggressive and honest.. Top pay for top performers. This is an excellent opportunity for the right people. Call (714) 638-1618. CA.(211/TFN)

Service Manager

For established successful, aggressive and advanced dealership excellent opportunity for career minded individual. Orange County location. Send resume to: Div. SS, P.O. Box 498, Long Beach, CA 90801-0498. CA. (210-13)

Cycles of Boulder

Is looking for a top notch technician to join our service department. Want to work with a group of professionals in Boulder, CO. Contact James (800) 526-8533. CO. (310-13)

Serv. Manager & Serv. Technician

Wanted for established thriving So. Cal. multi line Janpanese motorcycle and watercraft dealership. Compensation commensurate with experience. Submit resume to Div. UU, PO Box 498, Long Beach, CA. 90801-0498. CA. (211-12)

MECHANIC AND PARTS for Honda and new triumph. Year round work, excellent pay and benefits. In heartland of all motor sports. (517) 764-0900. MI. (211-12)

Motorcycle Mechanic

Experienced Honda Preferred. New facility and ownership. Competitive wages and benefits. South Georgia location. (912) 287-1777. GA. (311-12)

Accessories/Parts Sales

Oregon's premier motorcycle superstore is looking for motivated personnel. Full and part-time openings. Cycle Sports of Salem, Oregon. Dennis or Jim (503) 390-9000. OR. (211-12)

American Suzuki
Motorcycle Service Representative

We're seeking a self-motivated individual to fill a Service Representative position. Position requires extensive overnight field travel assisting our dealers with their service needs. To qualify you must be a strong communicator, like to help people, and have a very strong technical background and Service Management experience. Suzuki knowledge is preferred but not required. We offer an attractive starting salary, company van, expense account, thorough training program and other excellent benefits. Present territory opening includes the states of FL, GA, TN, AL, SC. Applicants are also encouraged to apply for future openings in other territories around the country. Resumes should include a personally hand written cover letter. Please reply to: American Suzuki Motor Corporation, 3251 E. Imperial Hwy, Brea, CA 92621, Attn: Human Resources - Dept. JK., NO PHONE CALLS PLEASE. CA. (211-13)

Service & Parts Personnel Needed

Honda - Yamaha - Kawasaki of Newnan, Georgia, has immediate openings for experienced parts counter & service technician. Positive attitude required. 170 Jefferson St., Newnan, GA 30263. (770) 253-2201; Georgia toll-free 1-800-860-3381. GA. (211-12)

LIVE ON THE BEACH in beautiful Ventura County just north of Los Angeles. Growing, 17 year old, multi-line dealer needs two full time, year round, experienced line mechanics, and two honest, motivated sales people. Call now: Craig (805) 340-1389.CA. (211-12)

Mechanic-Colorado

Motorcycles, Snowmobiles, Watercraft. Small busy shop. Good pay and benefits. Immediate opening. Call Mike (970) 247-0845. Fax (970) 259-6663. CO. (311-12)

Product Development

Major dist/mfg. in motorcycle aftermarket looking to fill product development position. Send resume to: P.O. Box 3424, Thousand Oaks, CA. 91359-0424. CA. (311-13)

Sales Help Wanted

"You meet the nicest people at Mid-Cities", and we need experienced sales help to uphold our moto. Call Doug or Robin at Mid-Cities Honda, Kawasaki, Sea-Doo (310) 531-1225. CA. (211-12)

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Honda Sea-Doo Technician

Central California Honda, Sea-Doo, Yamaha dealer needs factory trained technician. Good benefits and income potential. Coastal living with a great riding and working environment. Send resume to: San Luis Honda, 1239 Monterey St., San Luis Obispo, CA 93401, or Fax (805) 541-0187. CA (211-12)

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Experienced parts counter clerk for Orange County watercraft dealership. Extensive parts knowledge necessary, mechanical experience a plus. Great opportunity for right individual. Send resume to Sea-Doo West 1190 N. Kraemer, Anaheim, CA. 92806. CA. (211-12)

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Help! Season starting now. Need experienced person to step in as Asst. Parts Mgr. Good with numbers, shipping, receiving, returns and aggressive in sales. Call (310) 949-3494 ext. 22 or Fax resume to (310) 693-9478.CA. (211-13)

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Service Tech

Northern California #1 Kawasaki, and Yamaha dealer is looking for experienced service person. Must have good attitude and experience. Call or fax Eric at Hayward Kawasaki Yamaha (510) 537-2257 Fax (510) 537-4283. CA. (311-14)

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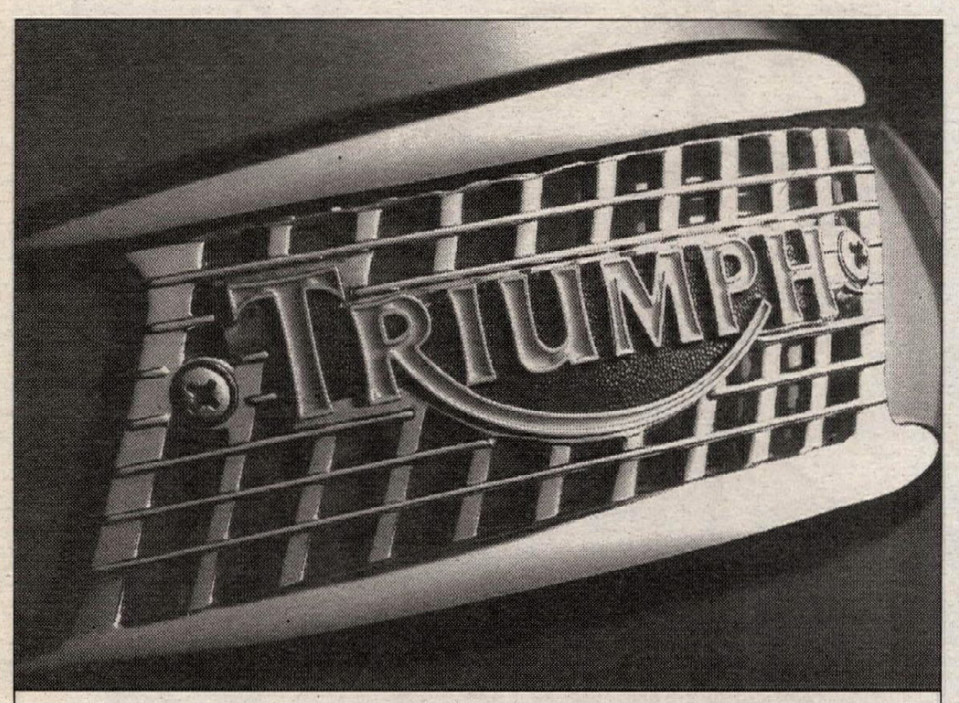

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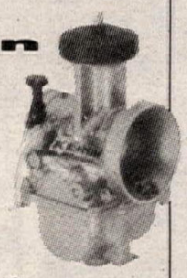

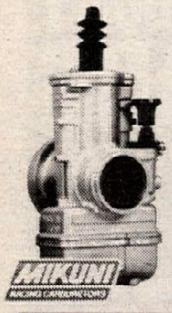

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Full time opening for Performance Technician and in Sales. Experience required! Self motivating, dependable, team player is mandatory. Send resumes to fax (818) 248-4529 or mail 2625 Honolulu Ave., Montrose, CA. 91020. CA, (212)

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Need Parts Dept. Mgr. for busy Honda, SeaDoo, Ducati & ATK parts dept. Must have computer, sales, and management skills. Pay commensurate with experience & Health/Dental benefits. References required. FAX resume w/salary requirements to (805) 526-4574 or contact Jim Woods (805) 526-4122. Simi Valley Honda SeaDoo ATK. CA. (212-13

Service Dept Professionals
Need top-notch Service Technician(s) for Honda, Ducati, SeaDoo, ATK (& other brands). Must be journeyman. Call Jim Woods at (805) 526-4122. Simi Valley, CA (211-12)

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Call Don at Champion Motorcycles (714) 642-4343. CA. (212-14)

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Responsible for designing, writing and presenting training programs as well as producing handout materials for training of Kawasaki Dealer Service Mechanics. Must have a strong mechanical background in the automotive or motorcycle fields with Kawasaki dealership experience preferred. Must also be able to communicate effectively in a classroom environment. Writing and editing skills with attention to detail and PC knowledge are a must. Requires college degree & 5 years related exp. Please send your resume to: Kawasaki Motors Corp., USA, Attn: HR Dept. Instructor, 9950 Jeronimo Rd., Irvine, CA 92718. Equal Opportunity Works Here! CA. (312)

Marketing/Catalog Dept. Clerk
Motorcycle industry experience, computerized inventory program, MicroSoft word a must. Please apply/send resume to White Brothers 24845 Corbit Place, Yorba Linda, CA. 92687 Attn: HR CA. (212)

Service Manager Wanted:
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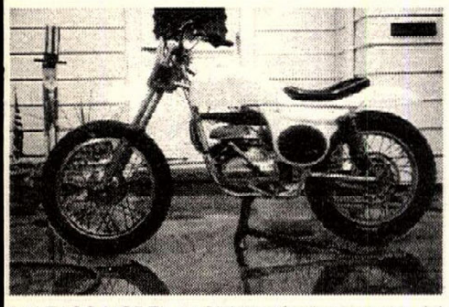

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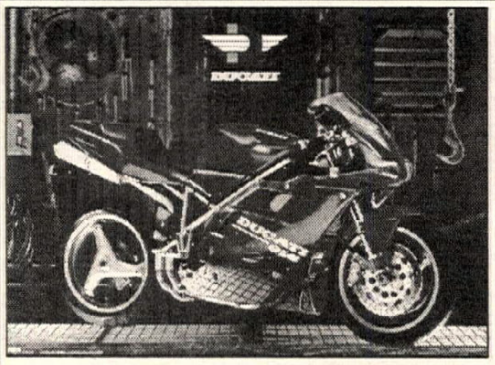

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FACT Over the last five years Marchesini wheels were the race wheels of choice on all five winning world roadrace championship classes. That's 21 individual championships.

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FACT Marchesini does not sponsor anyone.

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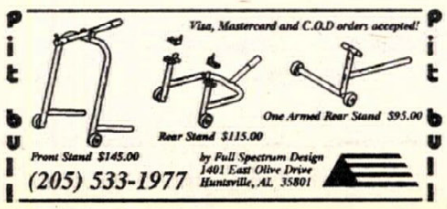

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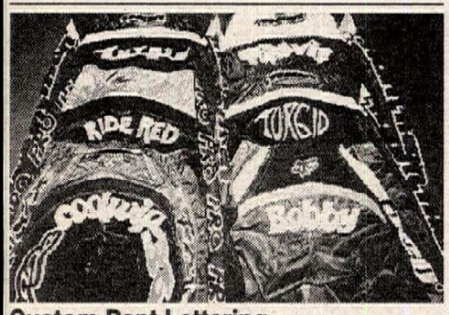

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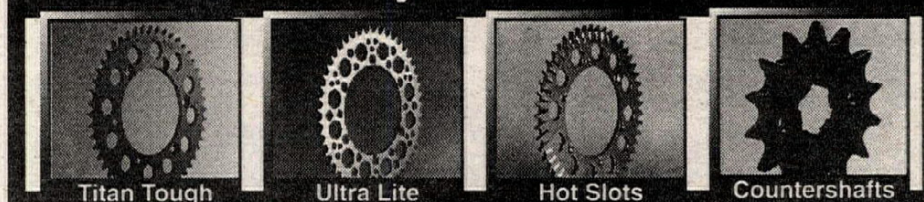

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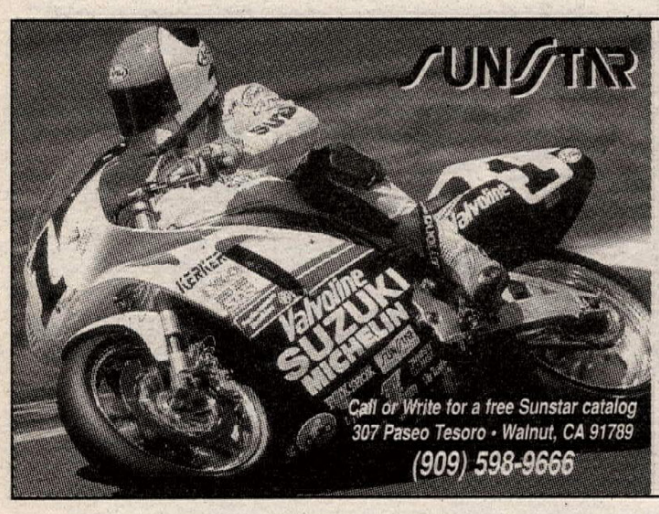

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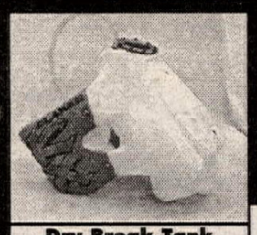
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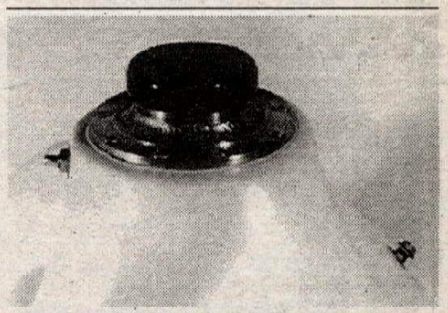

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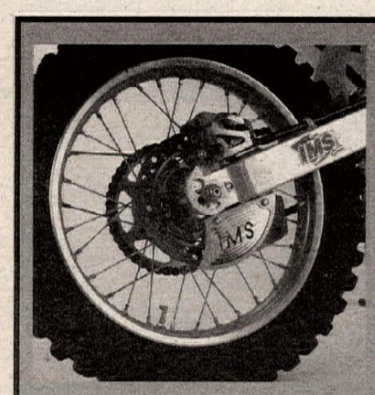
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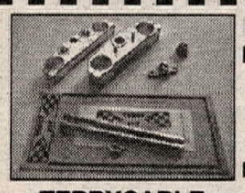

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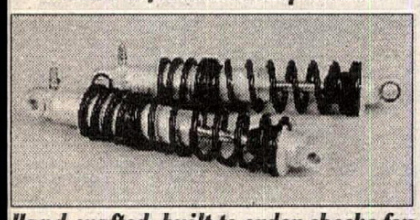

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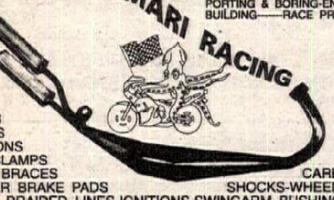

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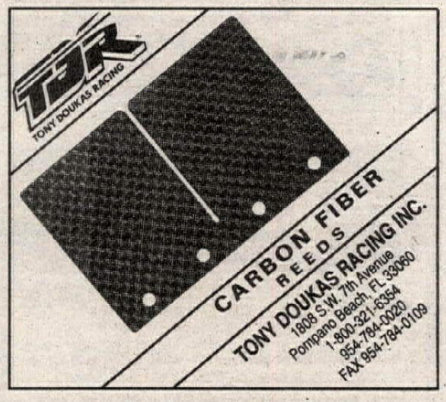

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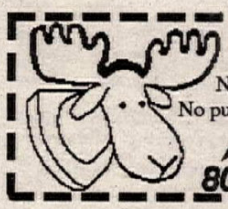

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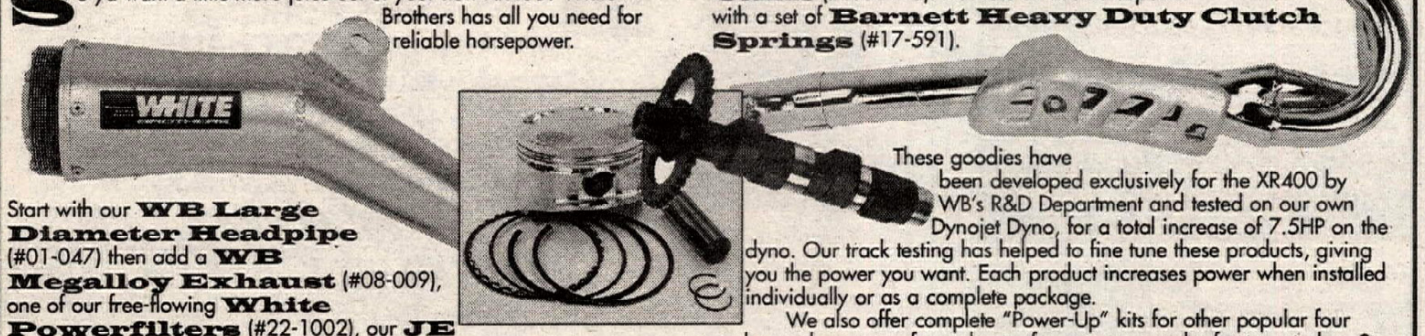

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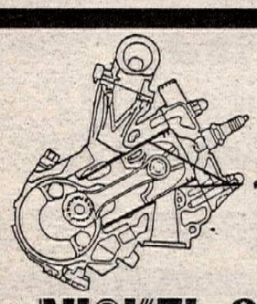

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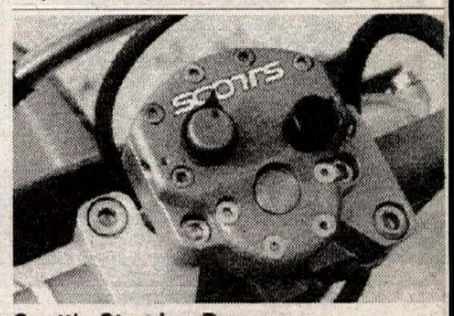

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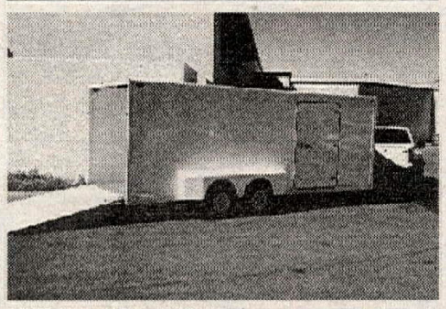

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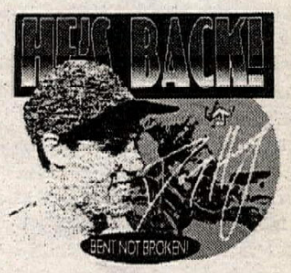
1991 KX500 Kawasaki
Race Tech "Works" suspension, Renthal bars. FMF Pipe, Renthal sprockets, much more ridden less than 15 times never raced excellent condition $1,995. Call George (909) 982-4289 Upland, CA. (312-13)

Cheap Cheap Cheap
F2, F3, 900, GSXR Parts Bodywork, forks, wheels, Radiators, Frames, motors. Too much to list. (602) 660-4823. AZ. (312-23.

1993 CBR-600F2 parts:
swingarm $85., headlight $80., front rotors $80 each, cases $250 transmission $100., R/W/B left lower $120., controls, etc. (914) 634-9313. NY. (312)

1992 RM250 Dirt Tracker
Very fast, built by Young America Racing $2,500. (608) 837-2995. WI. (312-13)

RS750 Honda
Best offer (918) 425-7404. OK. (312-13)



Bent Not Broken
New 100% cotton tees adult S-XL $14.95, XXL $15.95 plus frieght (800) 323-7734. AZ. (212-13/P)

OWO1 Superbike
New kitted motor, 150 RWHP, polished chasis, kit Swingarm, Yoshimura. Front end, Ohlins, Dymac Corrillo, Keihin, more. All performance, professional dependable, proven winner. $10,900/offer, with extras. (970) 669-7713. CO. (312)

PARTING '85 BMWK100 Erico Motorsports 1-888-875-8960. CO. (212)

KTM 125EX/C
1989 with 50 miles. Must be seen. $2,800. (860) 442-5648. CT. (312-13)

'93/'94 TZ250 & 1994 TZ125
Extra rims, cranks, tire warmers lots of spares, $11,500. & $5,500. (303) 795-6295. CO. (312)

CORBIN SEAT WITH backrest for VFR.'50 $250. (310) 472-4209. CA. (312-15)

1993 CBR-900RR parts:
Forks & triples $450, Swingarm $165, Front rotors $85 each, Crankshaft $150, Transmission $120, Seatframe $125, Blackbox $85, controls, electrics, seats, carbs etc. (914) 634-9313. NY. (312)

RACE BODYWORK, 1996 GSXR750, F3, F2, ZX6R, 916, very reasonably priced. (810) 984-1871. MI. (312-14)

900RR Magazine Bike
Featured in Oct. 95 issue of Sport Rider. Mike Velasco built 918 motor in superbike spec. chassis. Marchesini, Brembo, Ram-air pressurized airbox, shift cut out, ground up project. Way too much to list. Finely detailed. 360 lbs. 135+ BHP, price to sell, $11,500./obo. will partially finance. (805) 526-4430 days, (805) 522-1180 Eves. CA. (312-13)

HD XR750 Parts And More
Complete cylinder heads by Branch, carbs, crank, etc. All $1,200. Also, Kosman wheels, Ohlins, Champion 250 frame. Chad. (916) 988-7369. CA. (312-13)

GSXR-750 parts:
93 seat frame $125, rotors $75 each, calipers $50 each, swingarm $100 * 88-forks & triples $285. swingarm $45, carbs $85. (914) 634-9313. NY. (312)

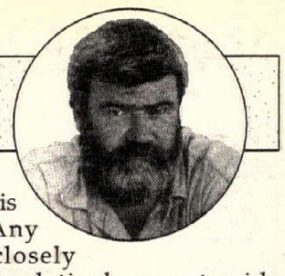
Bodywork and Frame
'93 FZR1000 Bodywork complete $1,100/OBO. '93 GSXR750 Bodywork complete $1,000/OBO. '95 GSXR750 frame clean title. (602) 220-0609. AZ. (312-15)

1993 RM125 Dirt Tracker
Very clean, fast, reliable. Best of everything. Built by Young America Racing. $4,000 (608) 837-2995. WI. (312-13)

'94 KAWASAKI KLX250 as new street legal suspension mods. large tank, $3,200. (415) 851-8916. CA. (308-10/EOI)

IN THE PADDOCK

By Michael Scott



It may come as a surprise to suggest that Honda's latest grand prix bike is just an updated Manx Norton, but the pretty, little, lightweight two-stroke has more in common with the cobby British thumper than the established 500cc grid. Brothers under the skin.

This has little to do with engineering and everything to do with intention. The good old days are back, no mistake: Edgar Jessop would be lining up with his money.

Nortons and the other works-bike clones of the '50s were series-produced, sold by the hundreds, and formed the backbone of GP racing for many years (slipping almost immediately into the role of backbone of classic racing). They were standard equipment for the very talented and the merely enthusiastic alike. You could buy spare parts for them through main dealers, and as often as not get them serviced and tuned up there as well.

Honda's NSR500V is meant to be much the same - even to target production numbers. HRC means not only to provide the bulk of the 500cc field, but to re-establish the GP two-stroke 500 class at national and continental championship level in places where 500s have been ousted by Superbike or other street bike classes.

Normally, a GP bike first appears in public as something of a rough prototype. Finish is less important than getting it finished. Bits are lopped off here and added there; abundant tie-wraps cope with trails of wiring. Beautifully done, but it takes a year or two before a line of development settles down to achieve that all-of-a-piece look so exemplified by the tidy handlebar levers, switches and covers on Doohan's NSR.

Ease of servicing doesn't come until much later. As when Honda was searching for a formula that moved them toward the current generation of big V-fours. The single-crank NSR motor came in '84 in the notorious "upside-down" bike, carrying fuel in its belly pan and looping four expansion chambers over the top, under a flimsy cover. The overheated rider lay upon this on the straights; mechanics changing sparking plugs had to reach in beneath the pipes. Even with asbestos gloves they still got burned every time.

The NSR500V could hardly be more different. Ease of servicing, rationalization of spare parts and controlled running costs were planned on the drawing board - Honda reckons that the bike will need one less mechanic than a V-four. Manx Norton notwithstanding, this is the most rational and productionized racing bike ever, created rather than evolved.

We were surprised and impressed by all this when the bike was announced last year. How much more so when the dang thing, ridden by the stolid Tadayuki Okada, outpaced Doohan's NSR at the first joint IRTA tests at Shah Alam. Laughing Boy also smashed Kocinski's lap record into the bargain - something none of the V-fours has been able to manage in four years. Clearly HRC had done their power-to-weight sums right, as well as ensuring the spare-part packs would stack neatly for storage.

The twin went well a month or so later in Australia also, with Okada beaten only by Doohan and Beattie; meanwhile the Jerez test (admittedly with the two Australians absent) saw Dozza Romboni's Aprilia twin likewise beat the Yamaha V-fours.

Cynics point out that the Honda has excelled only at one slow track; and the question about the V-twins and V-fours remains so far unanswered - sure, the lightweights can put up a good lap time, but can they remain fast in close combat with the V-fours? Anywhere with a reasonably long straight clearly hands the advantage to the big bikes; explosive acceleration out of the preceding corner and a higher top end all the way along mean they should simply outrun the little fellers, then get into a position to block their smoother, faster cornering lines.

The battle opened in Malaysia, the V-twins' best shot. Or is it? Although the track is tight, the main passing move comes at the end of the long straight. Or there is a do-or-die last chance of stuffing it inside someone at the final hairpin. On balance, battle advantage should lie with a well-ridden V-four.

A sterner test will come in race three, at Suzuka at the end of April. This unique circuit of predominately middle-speed corners should suit the lightweights well. The back straight is fairly long, but is approached via a loop where it is notoriously hard for a V-four to get the power on early, especially in the wet. The loop is also interrupted by a very fast left kink. There remains only the chicane, where a lightweight bike can make very fast progress in a last-lap scramble to the line.

But the new bike doesn't have to win anything to prove a point. Okada is capable but not brilliant, and if he is merely up among the V-fours that will be enough. Imagine what the bike might not do in the hands of a Capirossi, Biaggi, Harada or (perish the thought) Doohan. It would certainly be fun if Mick did jump onto a twin for the occasional race on suitable circuits, but it is looking increasingly less likely as the season approaches. Like most riders who have already found a successful combination, Mick's hardly eager to switch.

Indeed, his response to being beaten in Malaysia was a typically forthright blast of hostility. If the twins take over, he asserted, racing would lose the tail-sliding thrills of the current V-fours and be ruined. It would be (that word again) boring.

This point is arguable. Any series on closely matched and relatively easy-to-ride motorcycles tends to be thrillingly close. As with the 125s and 250s, not to mention Thunderbikes. And World Superbikes.

Yet anyone who does remember the era of the Manx Nortons can hardly forget the stupefying effect of a field of identical-looking, identical-sounding bangers droning around ad infinitum. It may be easier to look after a Manx, but the bikes that are remembered from that time are the handful of multis, from the likes of Moto Guzzi, MV Agusta and Benelli.

As the year develops, I expect the V-fours will put up a spirited resistance. Their performance has been stagnant since the weight limit was increased in 1992, but there has been plenty of work going on, in the form of a few wrong turns into over-stiff chassis experiments from all three Japanese manufacturers.

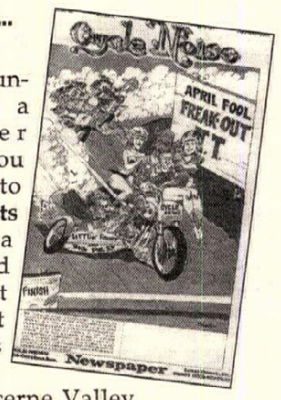
The current thrust of development is toward ever more sophisticated control of chassis flex, to regain harmony with the tires and suspension and take the next step forward in harnessing more of those huge horsepower numbers more of the time.

If this is successful, the V-twins may find that they have merely caught up with the current generation of bikes just before they've moved on.

Then again, is it HRC's intention to challenge the V-fours? The real aim of the exercise is to sell sufficient numbers of a new model to make a decent profit - another similarity with the Manx Norton. After all, the firm may have been swamped by Japan Inc., but they were certainly canny enough to keep their dominant works bikes one step ahead of the production models. CN

LOOKING BACK...

25 YEARS AGO... APRIL 6, 1971



On any Sunday a quarter century ago you might expect to see **J.N. Roberts** winning a desert race, and that's what happened at the Victors Hare and Hound in Lucerne Valley, California. **Bruce Brown** and his film crew shot some footage to enhance their upcoming motorcycle flick... **Cal Rayborn** was the first to finish in a 3.5-mile exhibition race in Ontario, California, followed by **Ralph White** and **Kel Carruthers**. Other star participants included **Gene Romero**, **Dave Aldana**, **Don Castro**... Motocrossers in Lawrence, Kansas, weren't going to let a little thing like a blinding snowstorm stop them. **Ron Bedell** rode full-throttle through the turns, producing spectacular roosts of the white stuff on his way to the 250cc-class win.

15 YEARS AGO... APRIL 1, 1981

Pictured riding through the trees near Tulsa, Oklahoma, **Frank Stacy** was the overall winner at round one of the AMA Two-Day Qualifier Series. **Jeff Fredette** was second, while **Larry Roeseler** was third overall and first in the 500cc class... **Brent Wallingsford** was leading the SCORE Mexicali 250 when his rear tire went flat 12 miles from the finish. He kept going and the tire eventually came apart, causing the bike to crash and destroy the wheel. Wallingsford pushed the wreck half a mile to claim second... **Ron Tichenor** and **Colin Edwards II** showed early promise at the GNC International Finals in the Houston Astrodome. Tichenor won in the 50cc class, while Edwards topped the "Teeny Mini" division.

5 YEARS AGO... APRIL 3, 1991

Many factory riders griped about the flooded course at California's Prairie City OHV Park during round two of the National Championship 125/250cc Motocross Series, but privateers **Doug Henry** and **John Dowd** had no complaints. Henry became the first-ever privateer to win in the 125cc Nationals, while Dowd topped the 250cc class... **Jeff Russell** was the overall winner at the Great Piney Woods National Enduro. One section of the route through Kisatchie National Forest in Louisiana featured feral dogs snapping at riders' heels... **Damon Huffman** and **Donald Upton** traded 125cc Youth moto wins in round eight of the National Championship Amateur Supercross Series in Arizona's Sun Devil Stadium. Upton took the overall. CN

Desert racer Dick Vick flies his Triumph through the California sand. Photo from the *Cycle News* archives.

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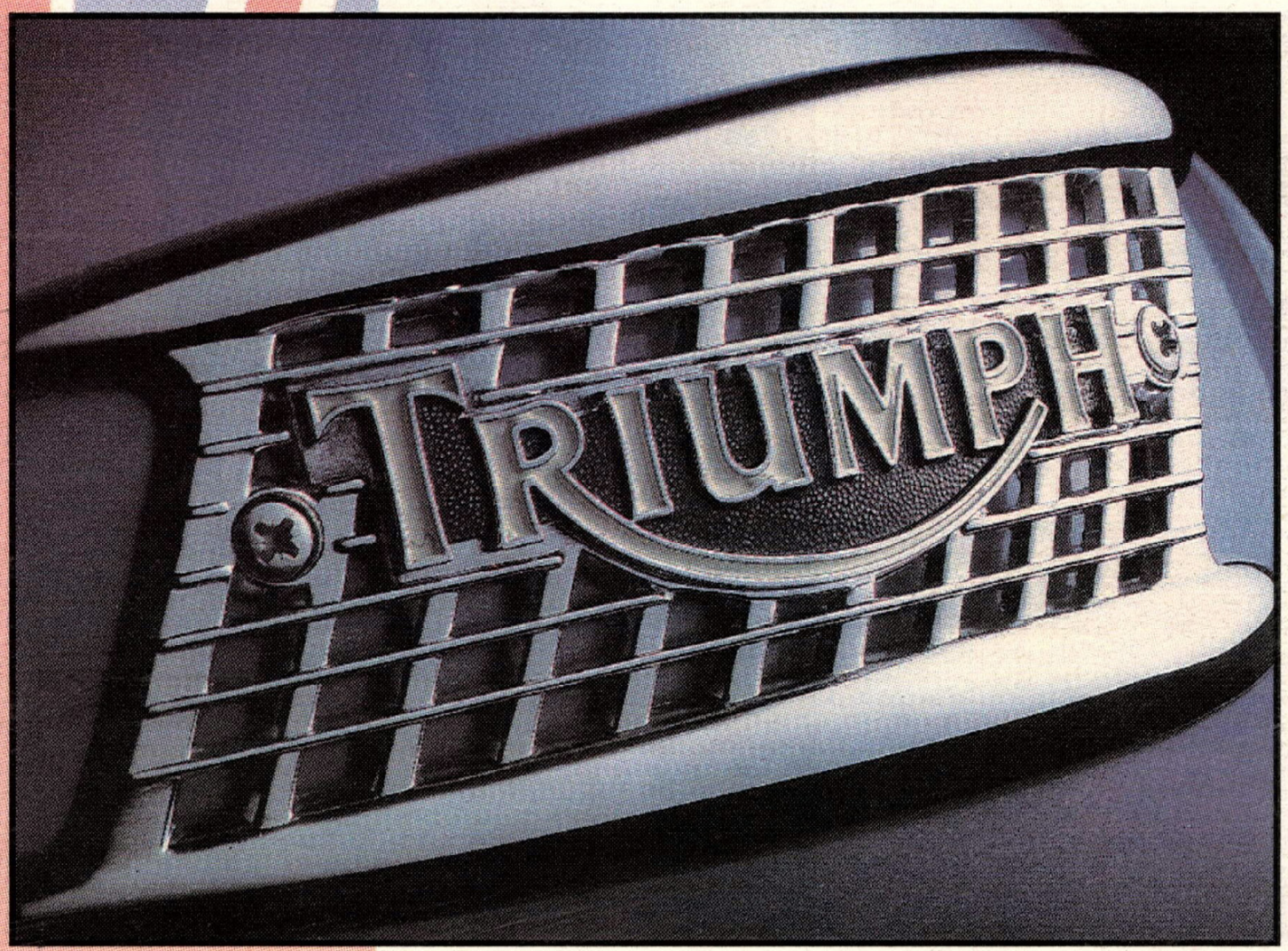

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